

CS: 16091

ID: 016

16071-016
16092-016
24071-005

X

MICHIGAN
STATE HIGHWAY DEPARTMENT

PLANS OF PROPOSED
MICHIGAN PROJECT I-75-5(14)305
STATE PROJECTS I16091CC16, I16092CC16, I24071CC5
INDIAN RIVER-MACKINAW CITY ROAD
CHEBOYGAN & EMMET COUNTIES
TUSCARORA, BURT, MUNRO, HEBRON,
WAWATAM TOWNSHIPS

ROUTE	STATE PROJECT NO.	FEDERAL NO.	SHEET NO.	TOTAL SHEETS
I-75	16091CC16, 16092CC16, 24071CC5	275-5(14)305	1	37

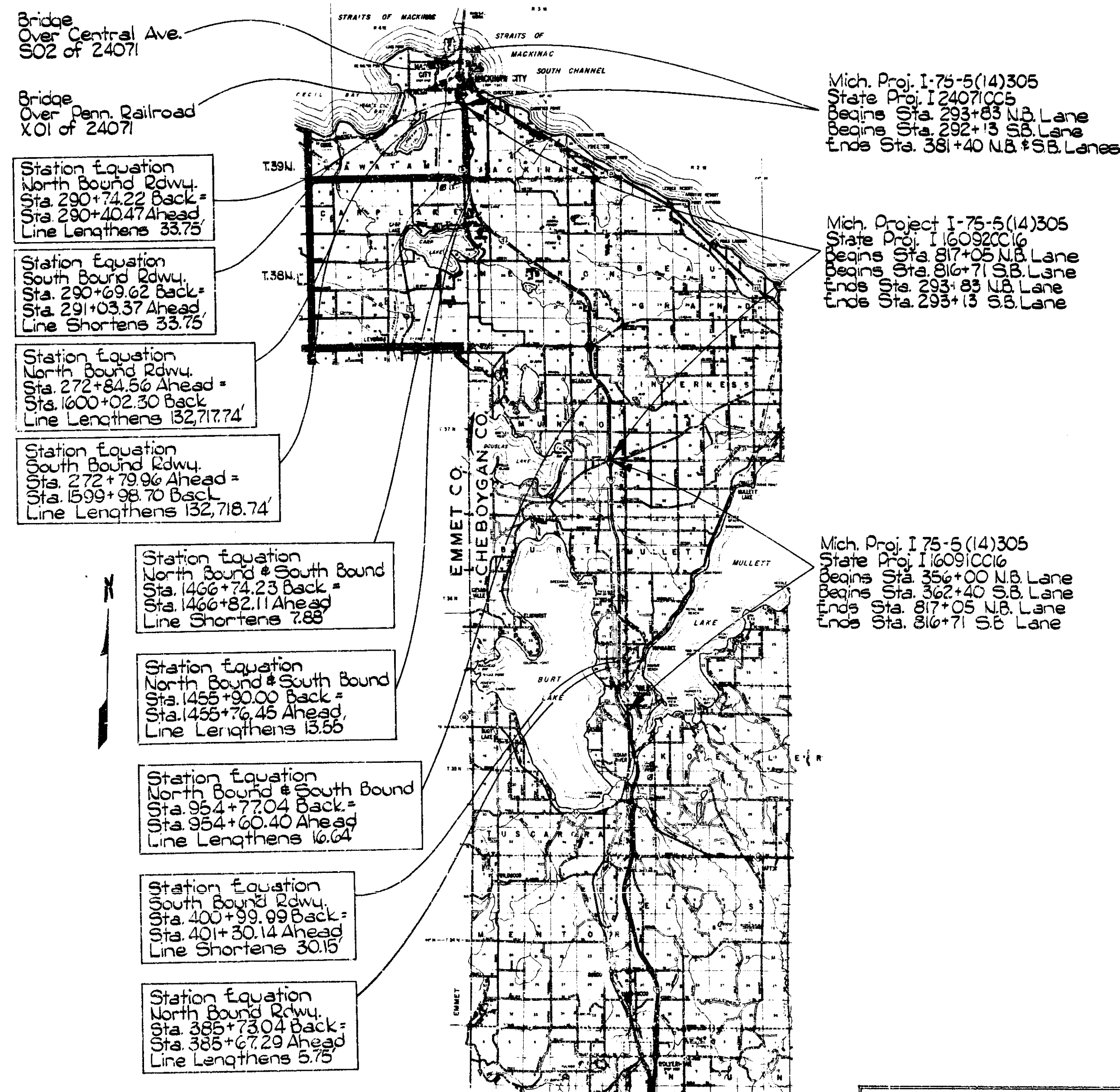
THE IMPROVEMENTS COVERED BY THESE PLANS SHALL BE DONE IN ACCORDANCE WITH THE MICHIGAN STATE HIGHWAY DEPARTMENT CURRENT STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS.

LEGEND
A.D.T.
D.H.V.
COMM.
DESIGN SPEED

ROAD PLANS	SHEET NO'S.
TITLE	1
TYPICAL CROSS SECTIONS	2-3
NOTE SHEET	4
PLANS & PROFILES	5-34
QUANTITY SHEETS	35-37

TITLE SHEET LEGEND

	EXISTING CONDITION
PROPOSED PROJECT	GRAVEL, BITUMINOUS, PAVED, UNPAVED
PAVED	GRAVEL, BITUMINOUS, PAVED, UNPAVED
BITUMINOUS	GRAVEL, BITUMINOUS, PAVED, UNPAVED
GRAVEL	GRAVEL, BITUMINOUS, PAVED, UNPAVED
UNIMPROVED OR CITY STREET	GRAVEL, BITUMINOUS, PAVED, UNPAVED
COUNTY LINE	GRAVEL, BITUMINOUS, PAVED, UNPAVED
CITY OR VILLAGE LIMITS	GRAVEL, BITUMINOUS, PAVED, UNPAVED
TOWNSHIP LINE	GRAVEL, BITUMINOUS, PAVED, UNPAVED
SECTION LINE	GRAVEL, BITUMINOUS, PAVED, UNPAVED
RAILROADS	GRAVEL, BITUMINOUS, PAVED, UNPAVED



Mich. Proj. I-75-5(14)305
State Proj. I24071CC5
Begins Sta. 293+83 N.B. Lane
Begins Sta. 292+13 S.B. Lane
Ends Sta. 381+40 N.B. & S.B. Lanes

Mich. Project I-75-5(14)305
State Proj. I16092CC16
Begins Sta. 817+05 N.B. Lane
Begins Sta. 816+71 S.B. Lane
Ends Sta. 293+83 N.B. Lane
Ends Sta. 292+13 S.B. Lane

Mich. Proj. I-75-5(14)305
State Proj. I16091CC16
Begins Sta. 356+00 N.B. Lane
Begins Sta. 362+40 S.B. Lane
Ends Sta. 817+05 N.B. Lane
Ends Sta. 816+71 S.B. Lane

AS CONSTRUCTED
ACCORDING TO MARKED PLANS
PREPARED BY PROJECT ENGINEER

ITEM NO. 776
16091CC16 8.733 miles
16092CC16 15.214 miles
24071CC5 1.672 miles

CONTRACT FOR Bit. App. Shldr. Surfacing, 3' Inside & 9' Outside

CHECKED	1-19-65
RECOMMENDED FOR APPROVAL	1-19-65
RECOMMENDED FOR APPROVAL	1-19-65

APPROVED	1-27-65
APPROVED	1-17-65

APPROVED BY	1-27-65
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PLANS PREPARED BY	DEPARTMENT OF COMMERCE
MICHIGAN STATE HIGHWAY DEPARTMENT	BUREAU OF PUBLIC ROADS
SQUAD F.C. MARSH	DIVISION ENGINEER

16091CC16, 16092CC16, 24071CC5

STATE PROJECT NO.	FEDERAL PROJECT NO.	SHEET NO.
16091CC16, 16092CC16, 24071CC5	275-5(14)305	1

I16091CC16, I16092CC16, I24071CC5

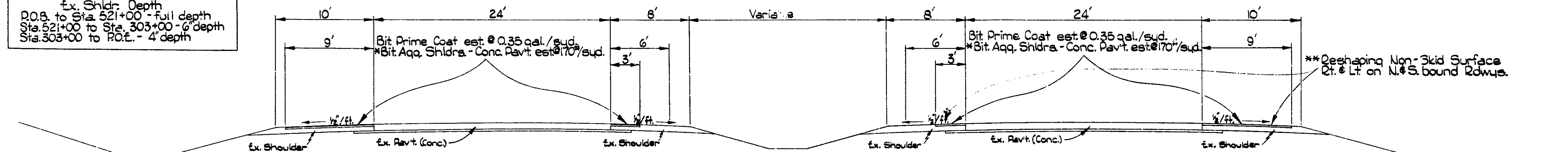
TYPICAL CROSS-SECTIONS

S.P. R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	1-75-5410-305			
ROUTE	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1-75	MICH.	1-75-5410-305		2	37
S.P. R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	1-75-5410-305			
ROUTE	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1-75	MICH.	1-75-5410-305		2	37

- * Use Bit. Agg. Shldr. - Conc. Pavt. when placed Adjacent to Concrete Pavement.
- * Use Bit. Agg. Shldr. - Bit. Pavt. when placed Adjacent to Bituminous Pavement. Bit. Agg. Shldr. - Bit. Pavt. shall be given a single non-skid surf. treatment of Bit. Mat'l. At 3 Appl. and Cover Mat'l., 3/4" (Limestone) Applied.

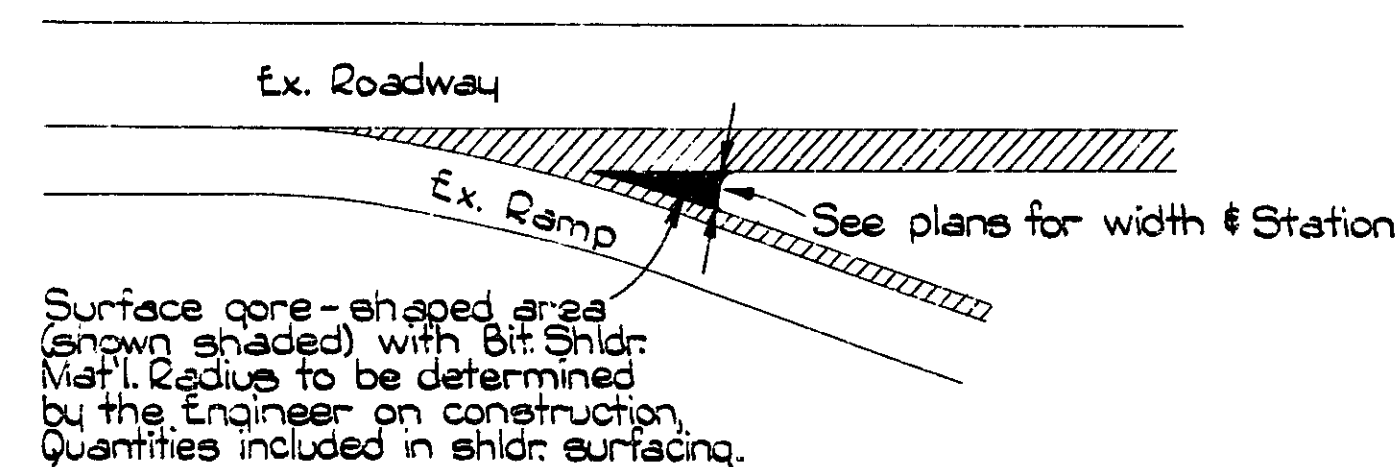
- ** Reshaping Non-Skid Surface shall be narrowed in quad rail sections, and work shall be done as directed by the Engineer to insure protection of edges of exist. bituminous pavt. from damage by construction equipment.

Ex. Shldr. Depth
R.O.S. to Sta. 521+00 - Full depth
Sta. 521+00 to Sta. 303+00 - 6' depth
Sta. 303+00 to R.O.S. - 4' depth

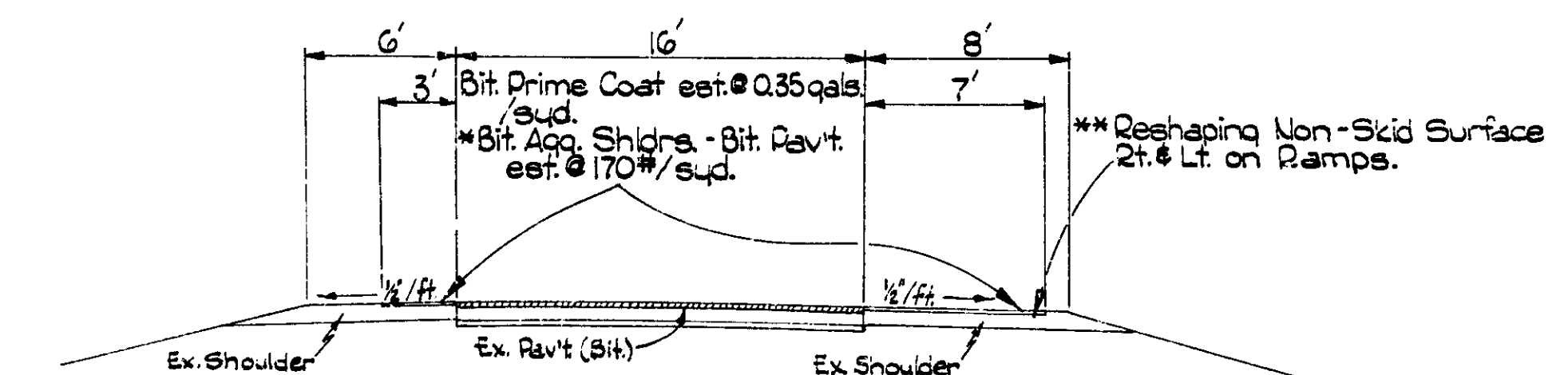


SECTION TO APPLY

- N.B. Rdwy: { Sta. 356+00 to Sta. 1600+02.30
Sta. 1600+02.30 = Sta. 272+84.56 (Sta. Equation)
Sta. 272+84.56 to Sta. 293+82.89
- S.B. Rdwy: { Sta. 362+40 to Sta. 1599+98.70
Sta. 1599+98.70 = Sta. 272+79.96 (Sta. Equation)
Sta. 272+79.96 to Sta. 293+12.89

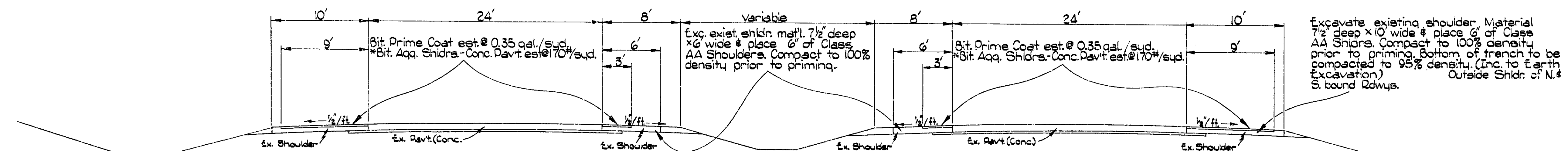


GORE DETAIL



SECTION TO APPLY ON RAMP

Riggsville Hwy. Interchange
Levering Road Interchange



SECTION TO APPLY

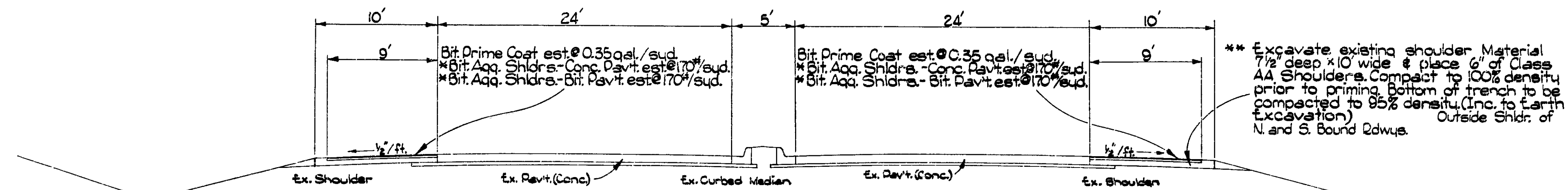
- N.B. Rdwy: Sta. 293+82.89 to Sta. 314+85
- S.B. Rdwy: Sta. 293+12.89 to Sta. 314+85

Excavate existing shoulder Material 7 1/2' deep x 10' wide & place 6' of Class AA Shldr. Compact to 100% density prior to priming. Bottom of trench to be compacted to 95% density. (Inc. to Earth Excavation) Outside Shldr. of N. & S. bound Rdwys.

TYPICAL CROSS-SECTIONS

- * Use Bit. Aq. Shldrs. - Conc. Pavt. when placed Adjacent to Concrete Pavement.
- * Use Bit. Aq. Shldrs. - Bit. Pavt. when placed Adjacent to Bituminous Pavement.
- Bit. Aq. Shldrs. - Bit. Pavt. shall be given a single non-skid surf. treatment of Bit. Mat'l. A.E.-S. Applied and Cover Mat'l. 31A (Limestone), Applied.

R.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	1-75-44400			
ROUTE	STATE PROJ. NO.	COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS
1-7	44400	Washtenaw	Washtenaw	3	37
R.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	1-75-44400			
ROUTE	STATE PROJ. NO.	COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS
1-7	44400	Washtenaw	Washtenaw	3	37

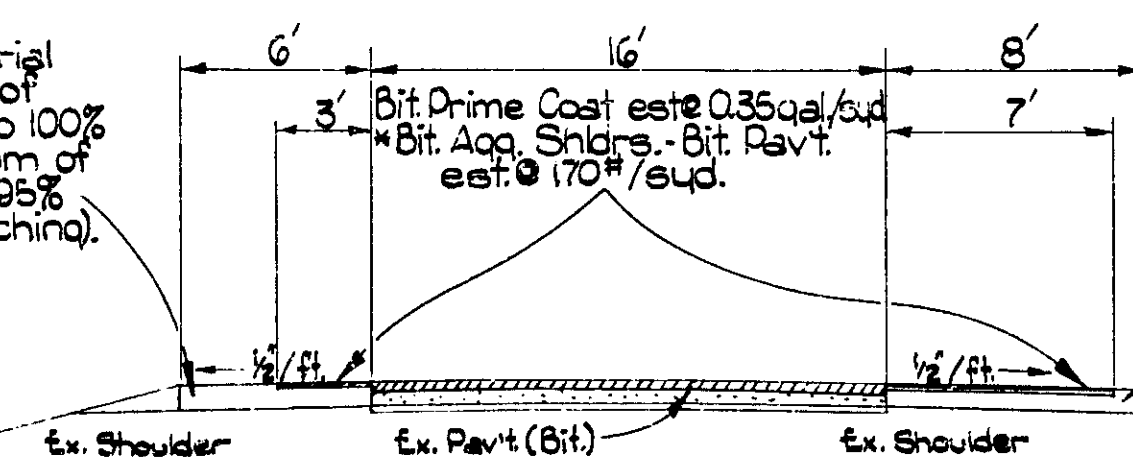


SECTION TO APPLY

- N.B. Rdwy.
- Sta. 314+85 to Sta. 358+03
 - Sta. 358+03 to Sta. 360+62.7 (Bridge Omit)
 - Sta. 360+62.7 to Sta. 363+52.9
 - Sta. 363+52.9 to Sta. 364+84.39 (Bridge Omit)
 - Sta. 364+84.39 to Sta. 371+65
 - Sta. 371+65 to Sta. 372+85 (Street approach omit)
 - Sta. 372+85 to Sta. 381+45
- S.B. Rdwy.
- Sta. 314+85 to Sta. 358+00
 - Sta. 358+00 to Sta. 360+48.6 (Bridge Omit)
 - Sta. 360+48.6 to Sta. 363+40.9
 - Sta. 363+40.9 to Sta. 364+81 (Bridge Omit)
 - Sta. 364+81 to Sta. 381+45

** The shoulder reconstruction along the acceleration and deceleration lanes at Jamet St. in Mackinaw City, differs from the typical cross-section in that the Earth Exc. will be 7 1/2' deep x 8' wide and the proposed Bit. Aq. Shldr. width will be 7'.

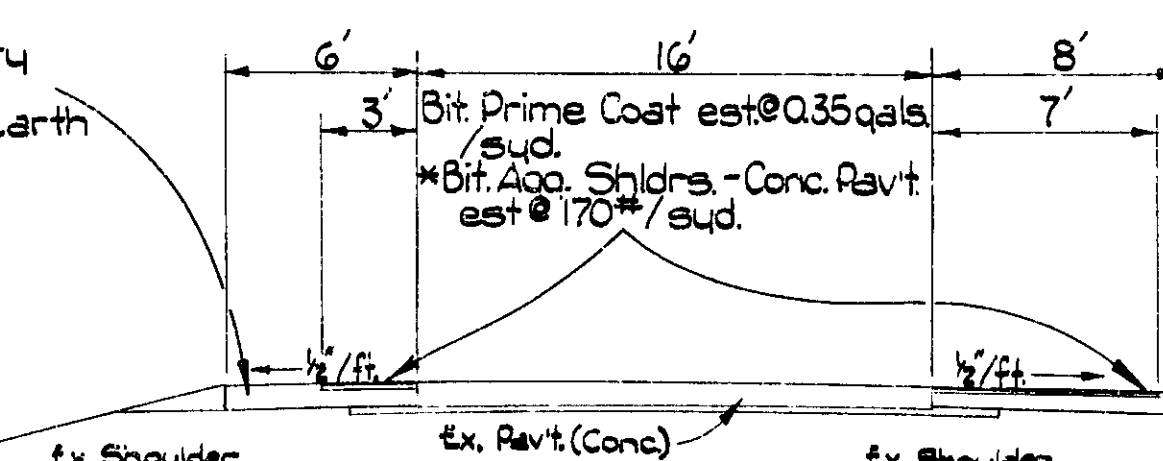
Excavate exist. shoulder material 7 1/2' deep x 6' wide and place 6' of Class AA Shoulders. Compact to 100% density prior to priming. Bottom of trench is to be compacted to 95% density. (Inc. to Earth Exc. trenching).



SECTION TO APPLY ON RAMPS

Jamet Street Intersection

Excavate existing shoulder Material 7 1/2' deep x 6' wide & place 6' of Class AA Shoulders. Compact to 100% density prior to priming. Bottom of trench to be compacted to 95% density. (Inc. to Earth Excavation Trenching)



SECTION TO APPLY ON RAMPS

US-31 & M-108 Interchange

MISCELLANEOUS ESTIMATES
THE FOLLOWING ITEMS OF WORK SHALL BE DONE AS THEY APPLY THROUGHOUT
THE PROJECT. THESE ITEMS ARE NOT DETAILED OR INCLUDED ON THE PLAN
AND PROFILE SHEETS.

MICH. PROJ.: 1-75-5 (14) 305
STATE PROJ.: I 16091C C16
I 16092C C16
I 24071C C5

STATE PROJECT: I-16091C C16

Reshaping Non-Skid Surface 360 Stas.
• Class AA Shoulders 14,032 Tons
• Calcium Chloride, Applied 42 Tons
• Water - 1000 Gallon Units 172 Units
Maintaining Traffic 17.33 Miles

STATE PROJECT: I-16092C C16

Reshaping Non-Skid Surface 1,757 Stas.
• Class AA Shoulders 25,442 Tons
• Calcium Chloride, Applied 76 Tons
• Water - 1000 Gallon Units 305 Units
Maintaining Traffic 30.46 Miles

STATE PROJECT: I-24071C C5

Earth Excavation - 5,644 C. Yds.
Class AA Shoulders 9,027 Tons
Calcium Chloride, Applied 27 Tons
Water - 1000 Gallon Units 108 Units
Maintaining Traffic 3.16 Miles

THESE ARE ESTIMATED QUANTITIES AND THE CONTRACTOR SHALL NOT START
PRODUCTION UNTIL FINAL DETERMINATION OF ACTUAL QUANTITIES NECESSARY
ARE DETERMINED BY THE ENGINEER.

MICH. PROJ.: 1-75-5(14)305

STATE PROJ.: I 16091C C16
I 16092C C16
I 24071C C5

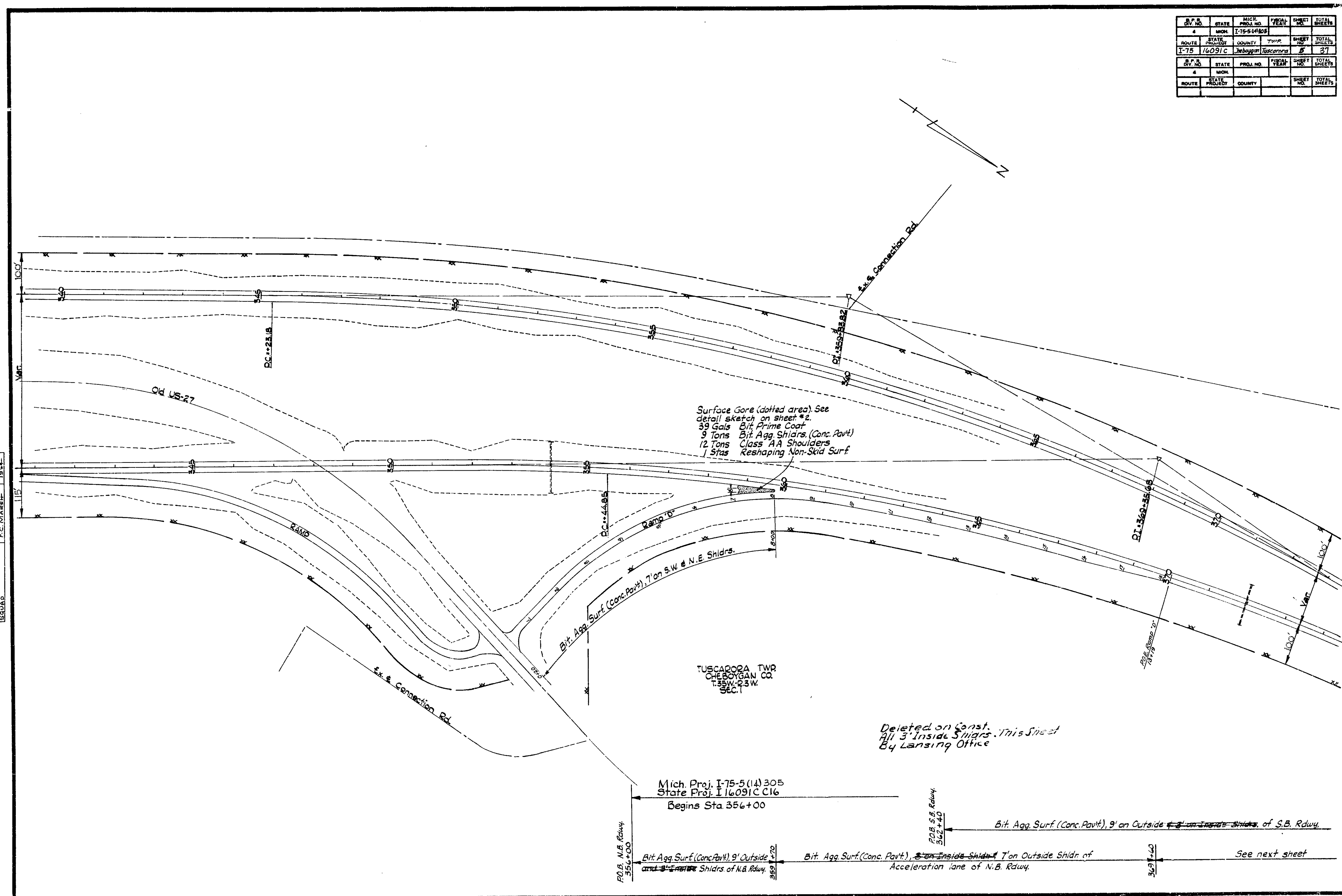
NOTES APPLYING TO STANDARD PLANS

WHERE THE FOLLOWING ITEMS ARE CALLED FOR ON PLANS, THEY ARE TO BE CONSTRUCTED
ACCORDING TO THE STANDARD PLAN GIVEN BELOW OPPOSITE EACH ITEM UNLESS OTHER-
WISE INDICATED.

DOUBLE STEEL BEAM GUARD RAIL E-4-A-140B
STEEL BEAM GUARD RAIL E-4-A-137E

S.P. NO.	STATE	MICH. PROJ. NO.	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
4		075-404005			
ROUTE	STATE	COUNTY	PROJECT	SHEET NO.	TOTAL SHEETS
1-75				4	37
S.P. NO.	STATE	MICH. PROJ. NO.	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
4					
ROUTE	STATE	COUNTY	PROJECT	SHEET NO.	TOTAL SHEETS

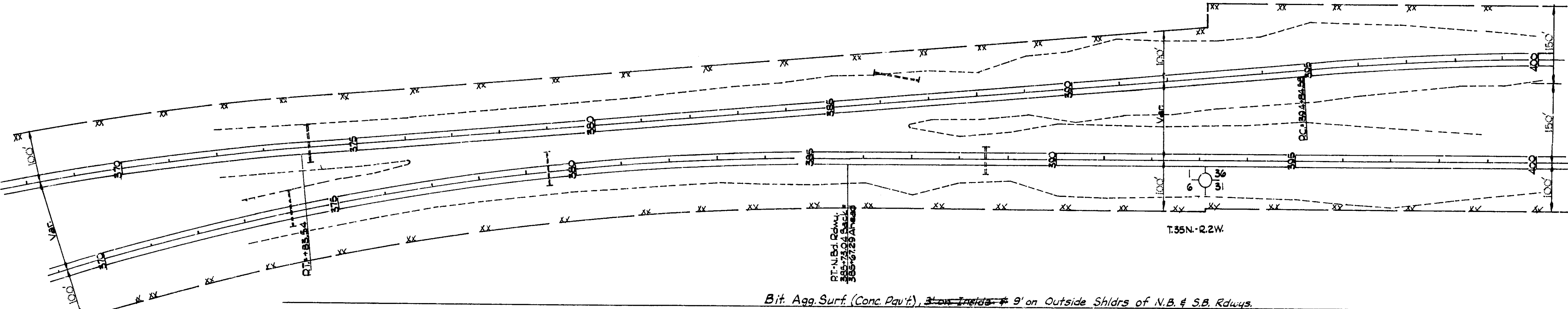
OPERATION	BY	DATE
FINAL DESIGN	C. R. King	Nov. 1964
Traced	"	12-18-64
R. O. W. Checked		



16091CC16, 16092CC16, 24071CC5	STATE PROJECT	FEDERAL PROJECT	SHE NO
	16091C	175-541305	5

S.P.R. DIV. NO.	STATE	MICH. PROJ. NO.	FEDERAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	1-75-5(420)			
R-75	STATE PROJECT	COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS
1-75	16091C	Cheboygan	Ingersoll Rural	6	37
S.P.R. DIV. NO.	STATE	PROJ. NO.	FEDERAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
R-75	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS

N. Bound Rdwy.
Sta. 385+73.04 Back =
Sta. 385+67.29 Ahead
Line Lengthens 5.75'

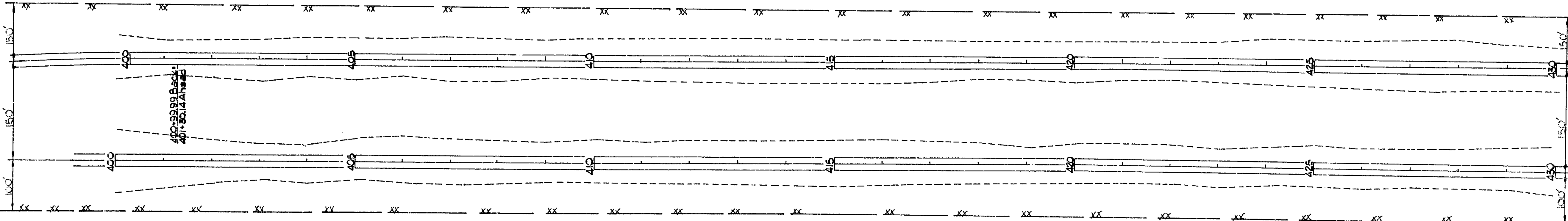


Bit. Agg. Surf. (Conc. Pav't), ~~3' on Inside~~ 9' on Outside Shldrs of N.B. & S.B. Rdways

OPERATION	BY	DATE
FINAL DESIGN	C.R. Kring	Nov. 1964
INKED	"	12-14-64
R.O.W. CHECKED		
SQUAD	F.C. MARSH	1964

S. Bound Rdwy.
Sta. 400+99.99 Back *
Sta. 401+30.14 Ahead,
Line Shortens 30.15'

Sec. 36
T.35N.-R.2W.



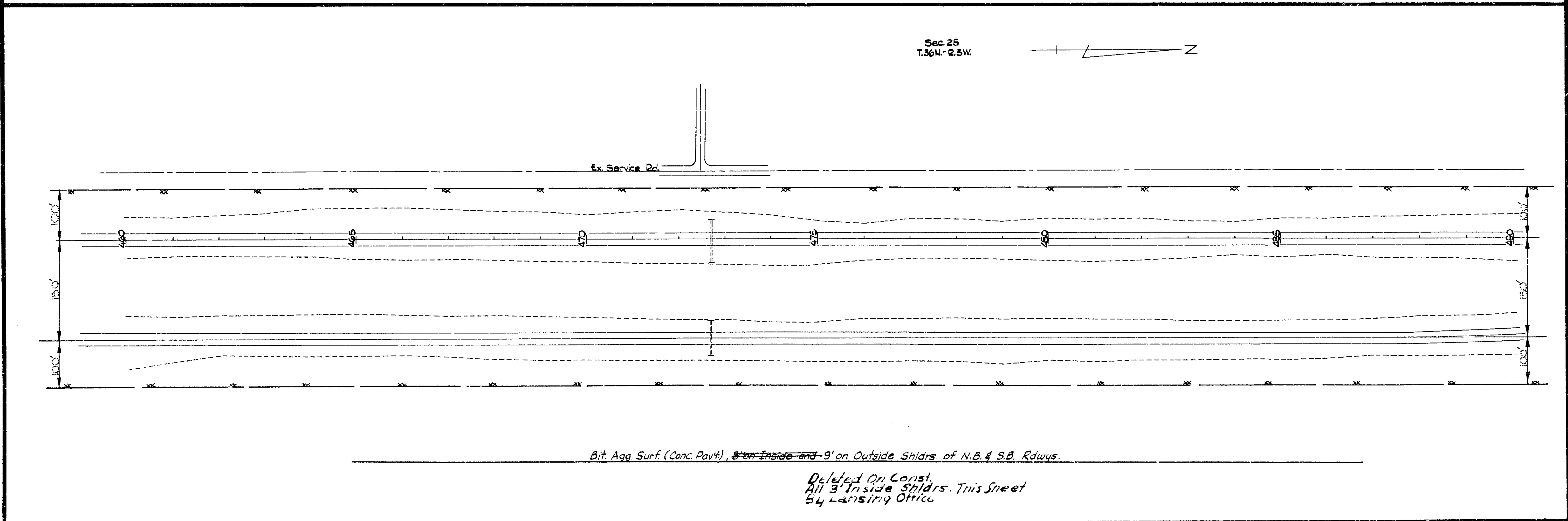
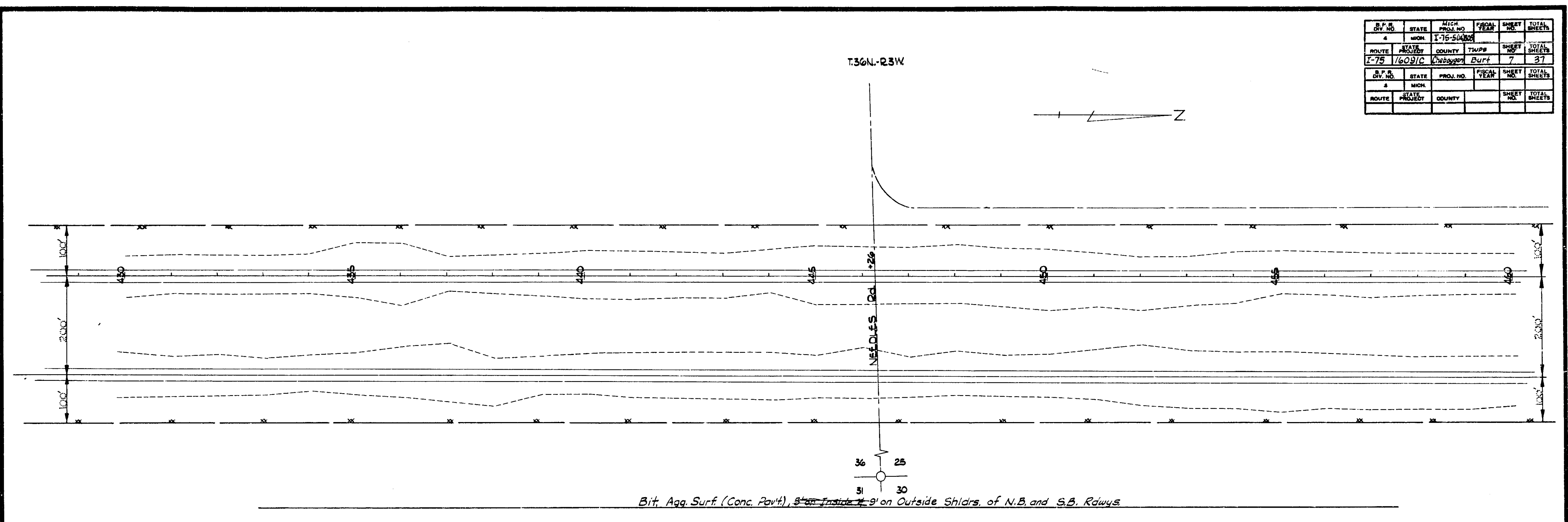
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All 3' Inside Stldrs. This Sheet
By Lansing Office

Bit. Agg. Surf. (Conc. Pav't.), 3' on Inside & 9' on Outside Shldr. of N.B. & S.B. Rdwys.

16091CC16, 16092CC16, 24071CC5	STATE PROJECT	FEDERAL PROJECT	SHEET NO.
	16091C	175-5(A)305	6

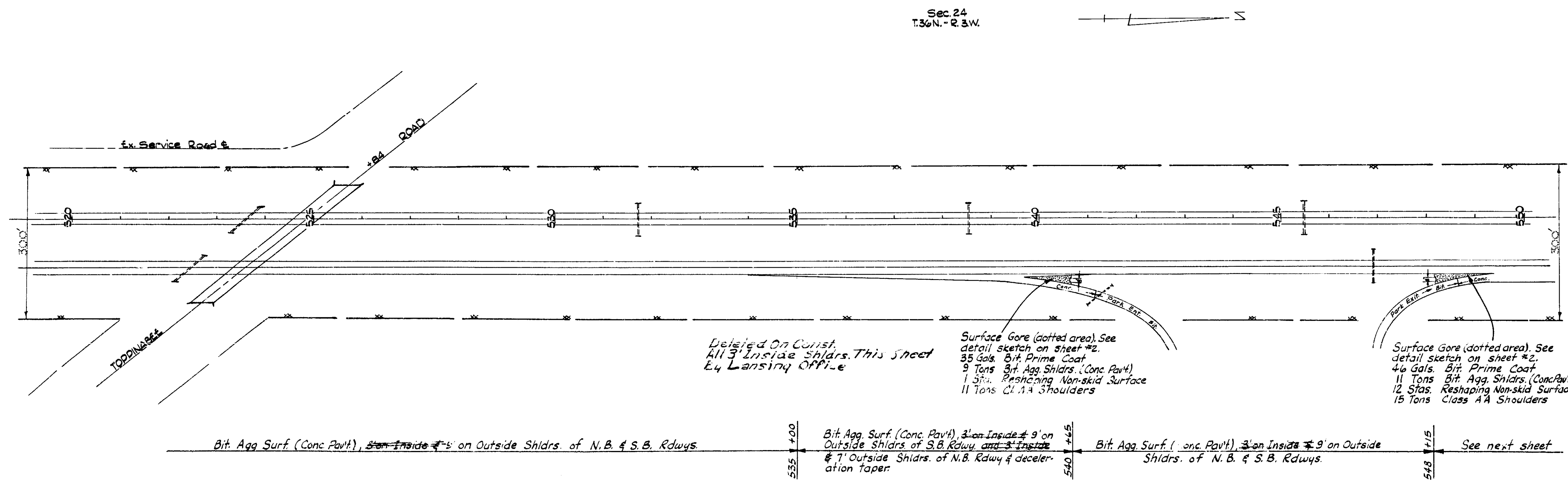
OPERATION	BY	DATE
FINAL DESIGN	C.E. King	12-22-64
AS BUILT		
REVIEW CHECKED	F.C. Mares	1-24-65
SQUAD		

S.P.R. DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4		1-75-5485			
ROUTE	PROJ. NO.	COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS
I-75	16091C	Chippewa	Burt	7	37
S.P.R. DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4					
ROUTE	PROJ. NO.	COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS



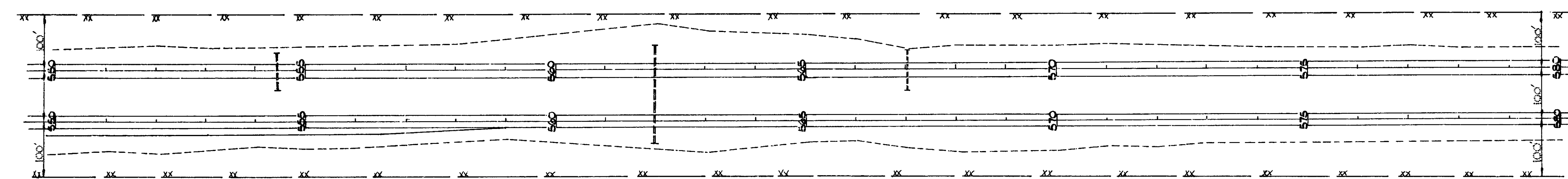
FILE NO.	16091CC16, 16092CC16,	PROJECT	16091C	1-75-5485	SHEET
PROJECT	2407CC5				7

OPERATION	BY	DATE
FINAL DESIGN	C.E. Krings	Nov. 1964
INKED	"	12-15-64
ROW. CHECKED	E.C. Mason	1964



1609CC16 16092CC16, 2407CC5	STATE PROJECT 1609C	FEDERAL PROJECT 77-5(4)305	SHR 8
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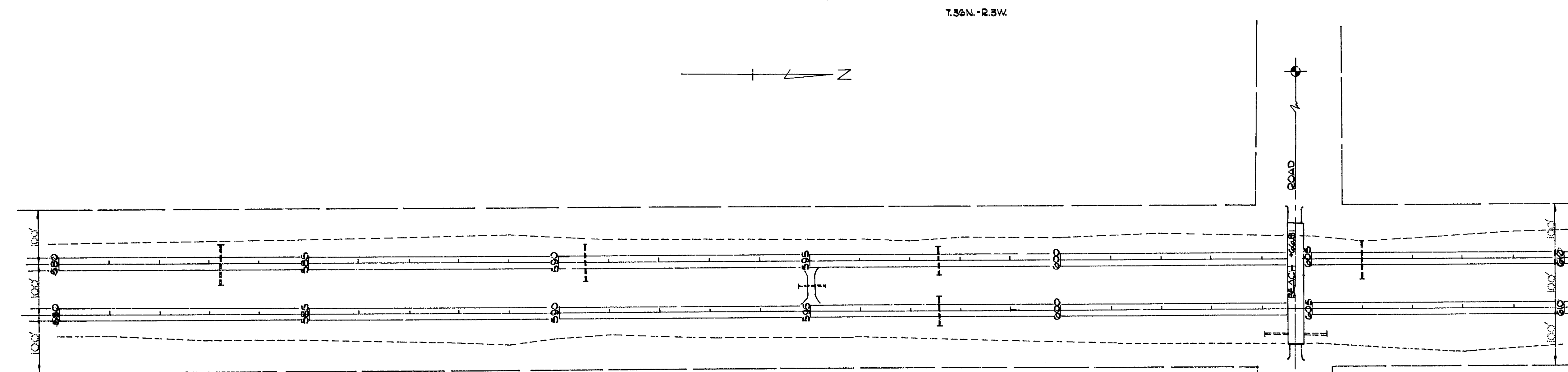
S.P. & DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4		1-75-516305			
ROUTE	SECTION	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS
1-75	16091C	Chickadee	Burt	9	37
S.P. & DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4					
ROUTE	SECTION	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS



24 13
 19 18 T.36N.-R.2W.
 Bit. Agg. Surf. (Conc. Pavt.), 3' on Inside & 9' on Outside Shldr. of S.B. Rdwy. and 3' on Inside & 7' on Outside Shldr. of N.B. Rdwy.

Bit. Agg. Surf. (Conc. Pavt.), 3' on Inside & 9' on Outside Shldr. of N.B. & S.B. Rdwys.

OPERATION	BY	DATE
FINAL DESIGN	C. E. King	Nov. 1964
ENGRS. CHECKED		12-10-64
SQUAD	F. C. Marsh	1964



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 All Inside Shldr. This Sheet
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Bit. Agg. Surf. (Conc. Pavt.), 3' on Inside & 9' on Outside Shldr. of N.B. & S.B. Rdwys.

16091CC16, 16092CC16,	STATE	SECTION	SHEET
24071CC5	16091C	1-75-516305	9

ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS



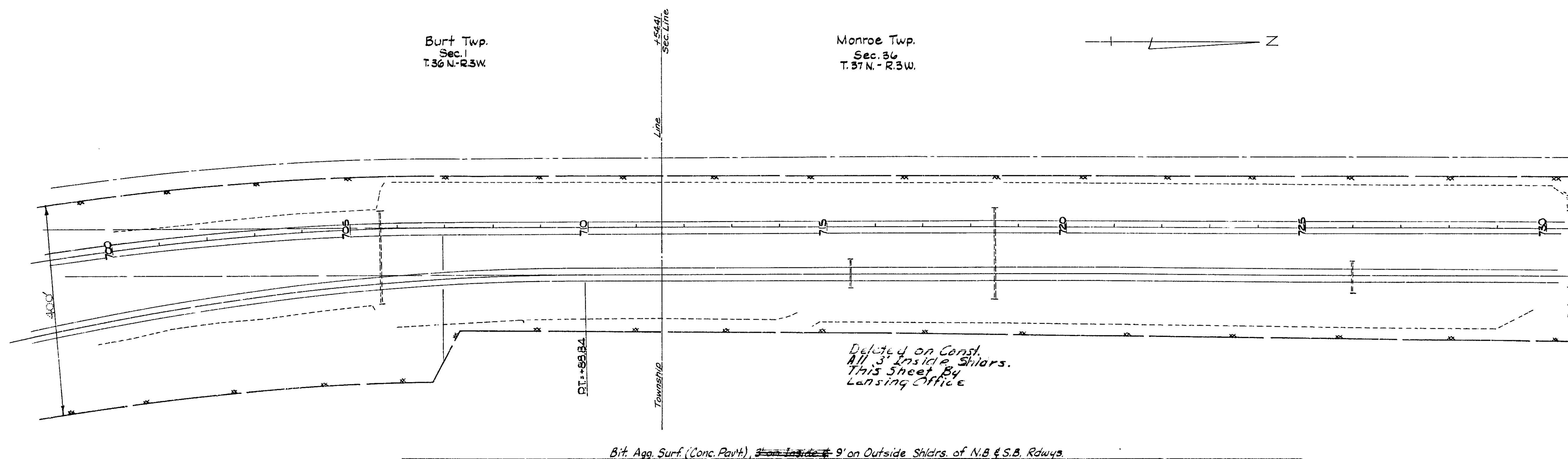
F	I	R	S
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Bit. Agg. Surf. (Conc. Pav't), 3' on Inside & 9' on Outside Shldrs. of N.B. & S.B. Rdways

PROJECT	PROJECT	NO.
16091C	E-75-5(14)305	10

OPERATION	BY	DATE
FINAL DESIGN	C. E. Krings	Nov. 1964
INKED	"	12-18-64
ROW. CHECKED		
BOUND	F. C. Mares	1964

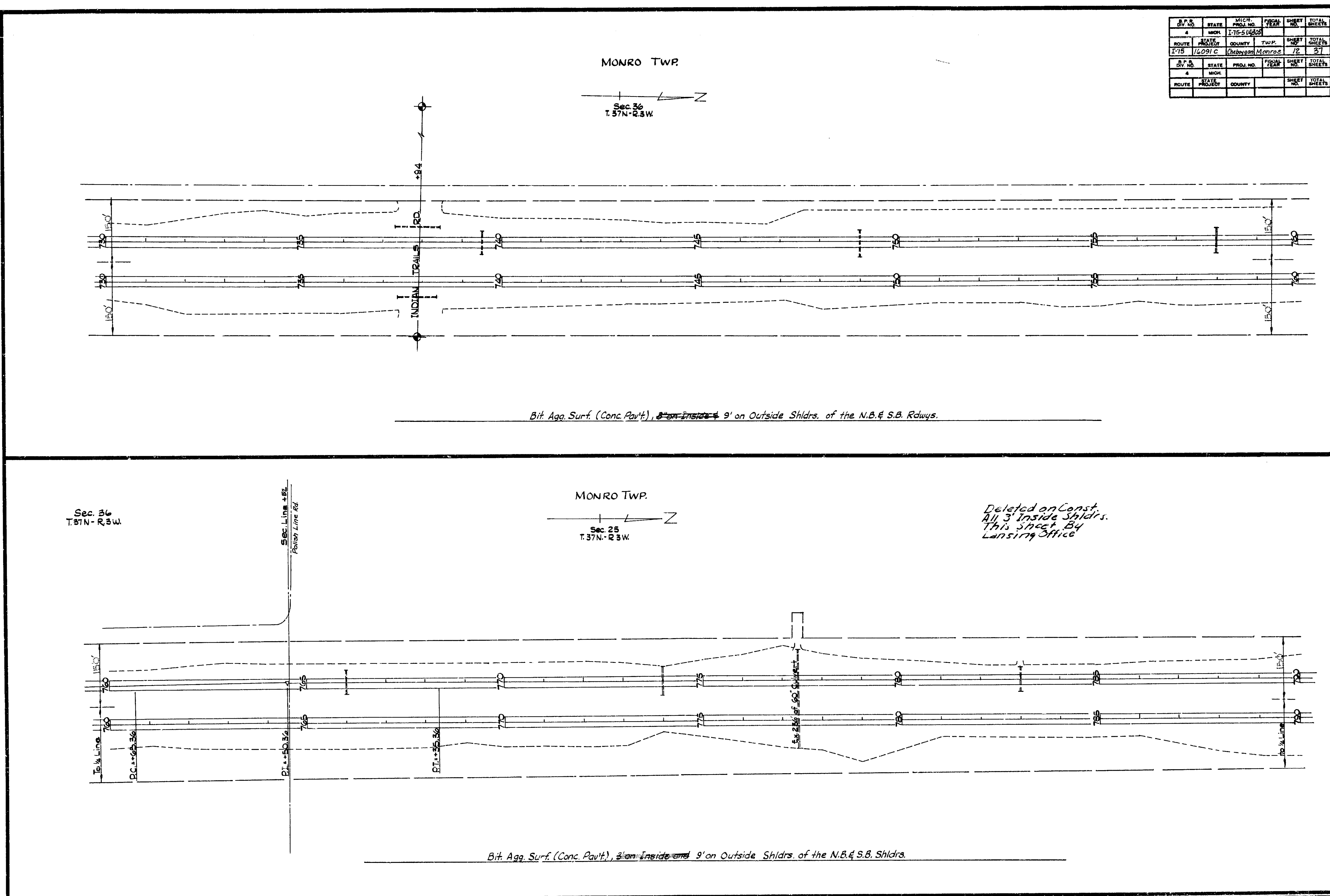


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All 3' Inside Shlars.
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Lansing Office

Bit. Agg. Surf. (Conc. Pavt.), ~~3" on Inside &~~ 9" on Outside Shldrs. of N.B. & S.B. Rdwys.

16091CC16, 16092CC16, 24071CC5	STATE PROJECT 16091C	FEDERAL PROJECT E755(4305	SHEET NO. 11
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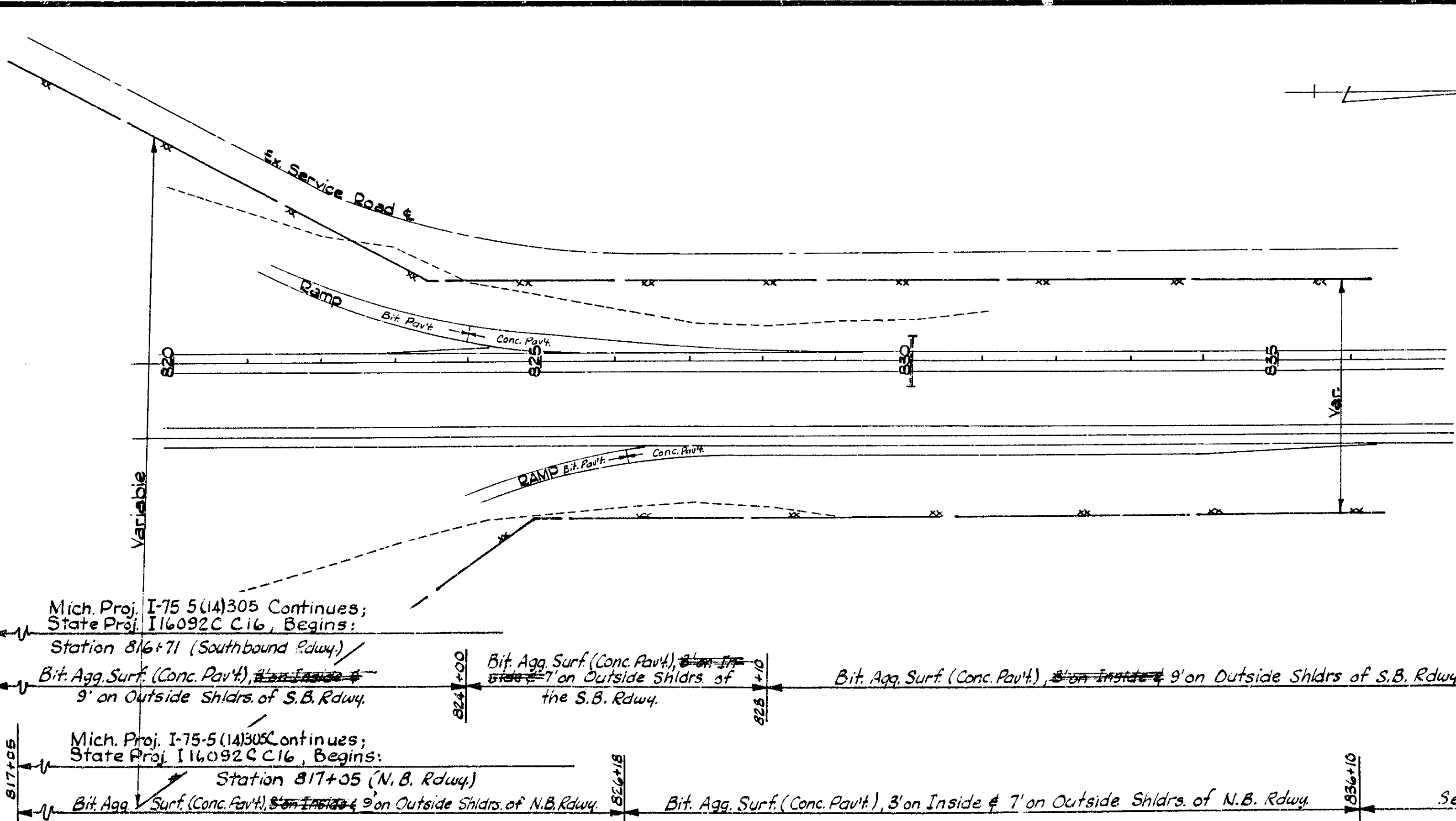
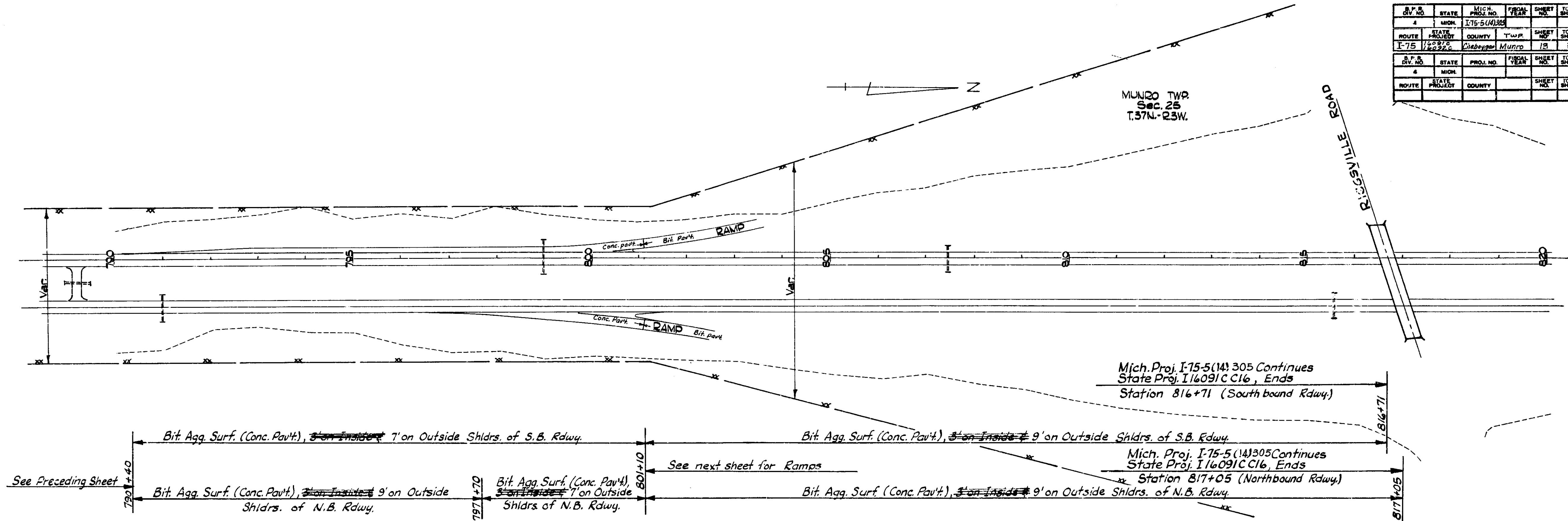
OPERATION	BY	DATE
FINAL DESIGN	C.E. King	12/15/44
REVIEW		
RAW CHECKED		
SQUAD	F.C. MARESH	1944



S.P. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	1-15-514500		12	37
ROUTE	STATE	PROJECT	COUNTY	TWP.	SHEET NO.
1-15	16091C	(Heron) Monroe			12
S.P. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	1-15-514500		12	37
ROUTE	STATE	PROJECT	COUNTY	TWP.	SHEET NO.
1-15	16091C	(Heron) Monroe			12

16091CC16, 16092CC16,	PROJECT	PROJECT	SHEET
2407ICC5	16091C	1-15-514500	12

S.P. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MI.	I-75-5(14)305			
ROUTE	PROJECT	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS
I-75	16092C	Cheboygan	Munro	15	37
S.P. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MI.	I-75-5(14)305			
ROUTE	PROJECT	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS
I-75	16092C	Cheboygan	Munro	15	37



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All 3' inside shldr.
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Lansing Office

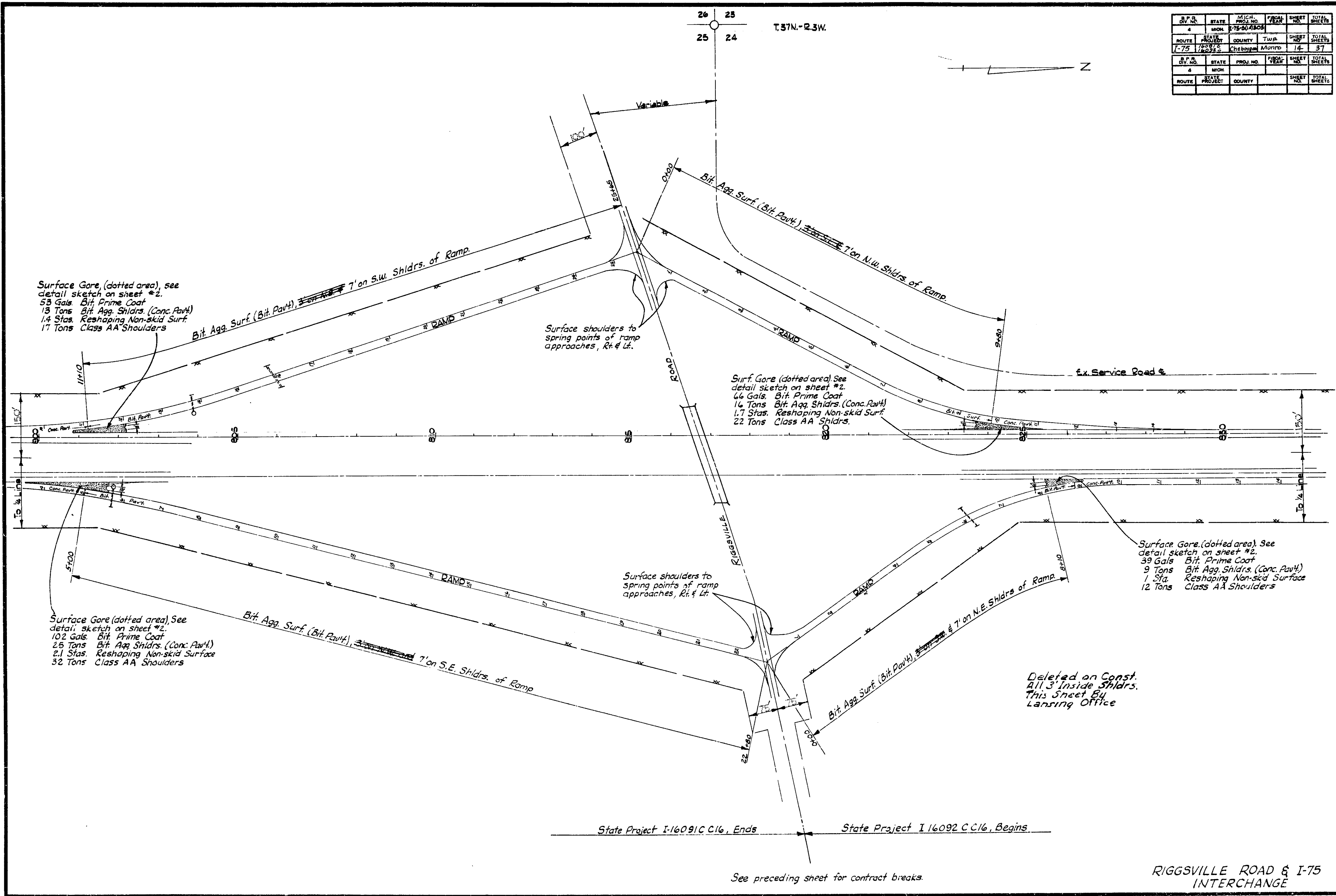
See sheet #14 for ramps shoulder treatment.

16091CC16, 16092CC16,	2407CC5	16092C	16092C	16092C	16092C
16092C	16092C	16092C	16092C	16092C	16092C

DESIGNER	C.E. KIRBY	DATE	10/1/84
ENGINEER	"	DATE	12/18/84
QUAL. CHECKED	"	DATE	1/10/85
QUANTITY	"	DATE	1/10/85

OPERATIONS	BY	DATE
DESIGN	C.E. KIRBY	12/24/44
INSTR.
CORR. CHANGED
SQUAD	F.C. MARSH	1944

S.P. NO.	STATE	MICH.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	MICH.	1-75	16092	14	37
ROUTE	PROJECT	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS
I-75	16092	Chippewa	Monroe	14	37
S.P. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS	
4	MICH.	1-75	16092	14	37
ROUTE	PROJECT	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS
I-75	16092	Chippewa	Monroe	14	37



State Project I-16091 C C 16, Ends State Project I 16092 C C 16, Begins

See preceding sheet for contract breaks.

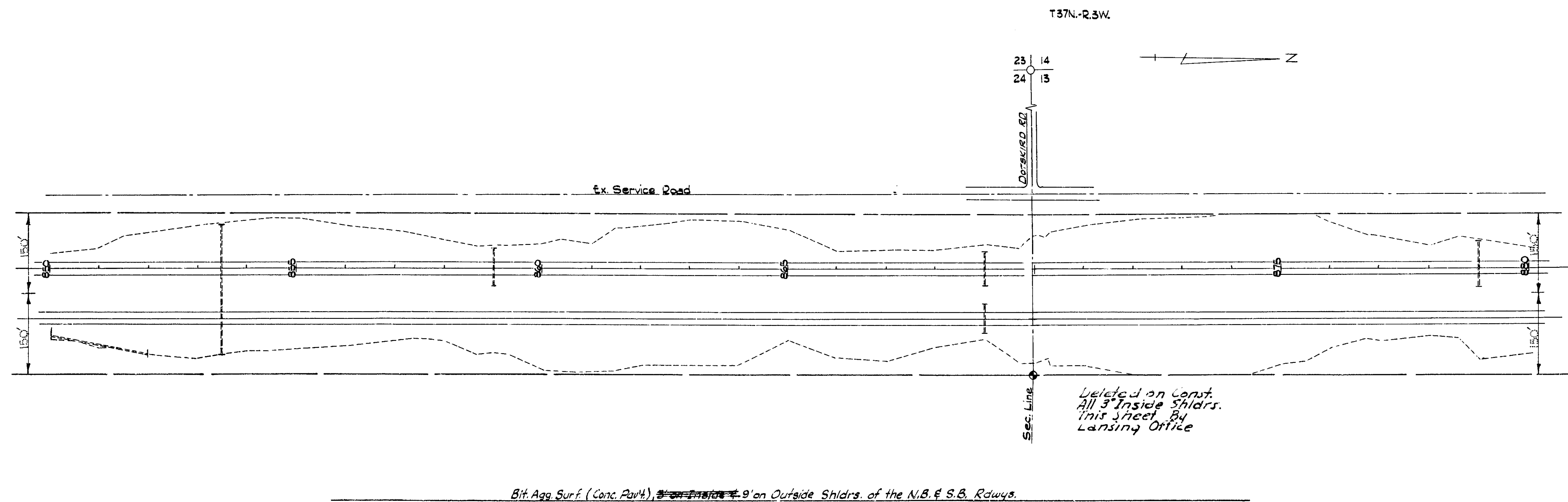
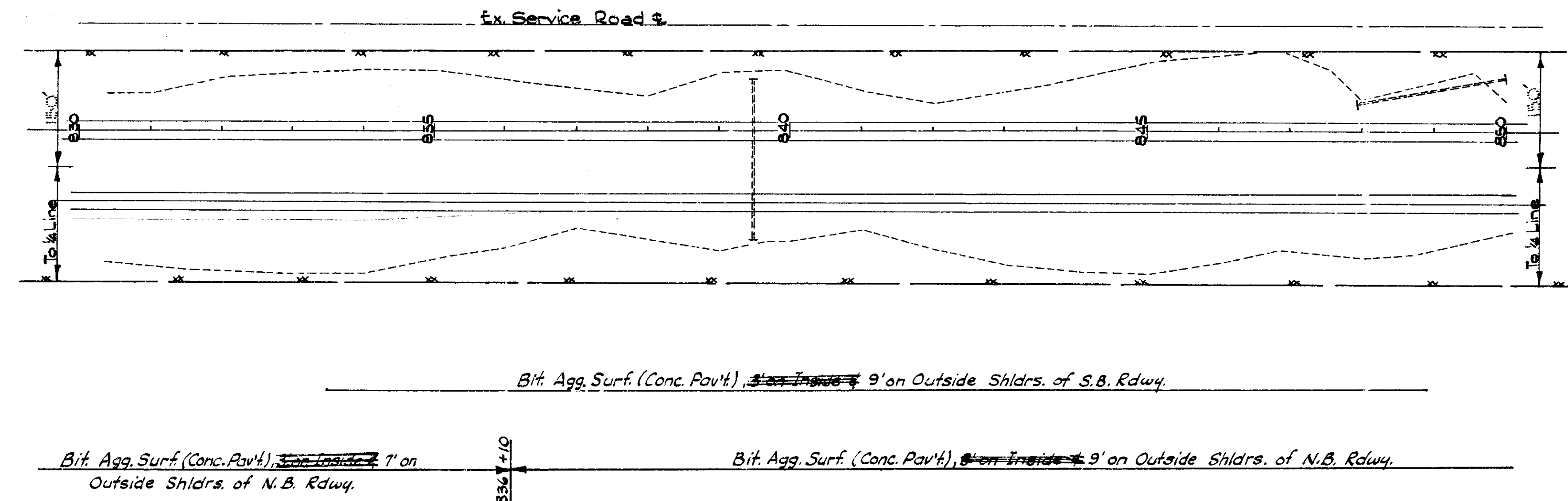
RIGGSVILLE ROAD & I-75
INTERCHANGE

16091CC16, 16092CC16,	16091CC16,	16092CC16,	16091CC16,	16092CC16,
24071CC5	16091CC5	16092CC5	16091CC5	16092CC5

OPERATION	BY	DATE
FINAL DESIGN	C. R. Kitch	10/1/54
CHECKED	"	12/1/54
REVIEW CHECKED	E. C. MARSH	1/3/55
SOUND		

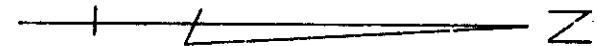
MUNRO TWP.
SEC. 24
T. 37N. - R. 23W.

S.P. & DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	1765-14300			
ROUTE	PROJECT	COUNTY	TAMP.	SHEET NO.	TOTAL SHEETS
I-75	16092C	Washtenaw	MUNRO	15	37
S.P. & DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS

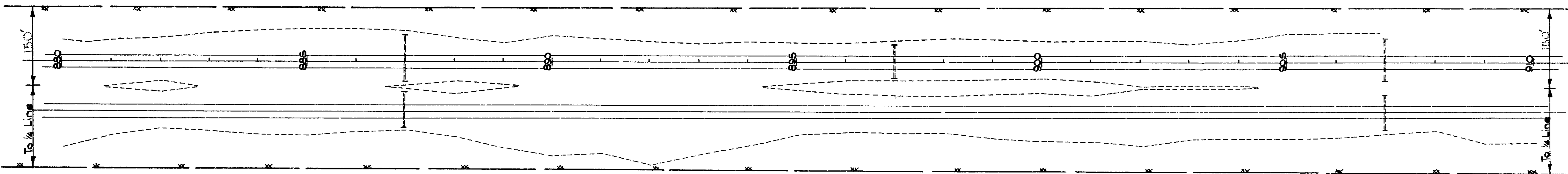


S.P.R. DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.	I-75-51400			
ROUTE	STATE PROJECT	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS
I-75	160926	Cheboygan	Monro	16	37
S.P.R. DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MICH.				
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS

Sec. 13
T. 37 N. - R. 3 W.



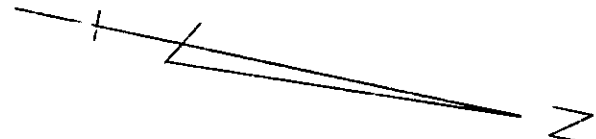
Ex. Service Rd. #



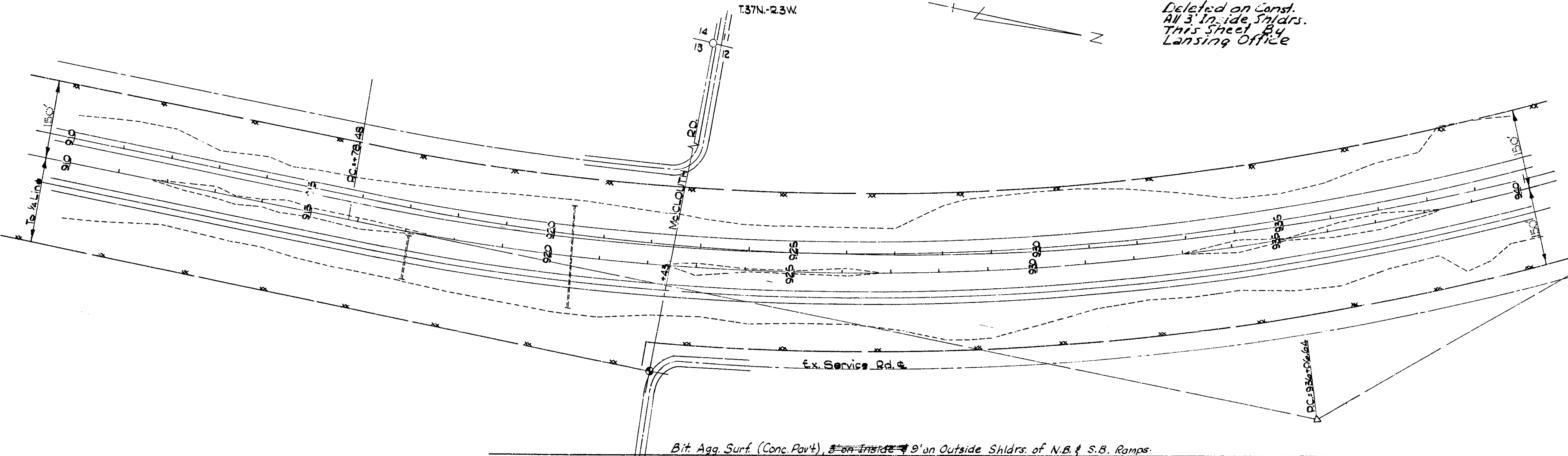
Bit. Agg. Surf. (Conc. Pav't), ~~3' on Inside & 9' on Outside~~ Shldrs. of the N.B. & S.B. Rdways

OPERATION	BY	DATE
FINAL DESIGN	C. R. KIRKING	Nov. 1964
INKED	"	12-16-64
R.O.W. CHECKED		
SQUAD	F.C. MARSH	1964

T.37N.-2.3W.



Deleted on Const.
All 3 Inside Shldr.
This Sheet By
Lansing Office



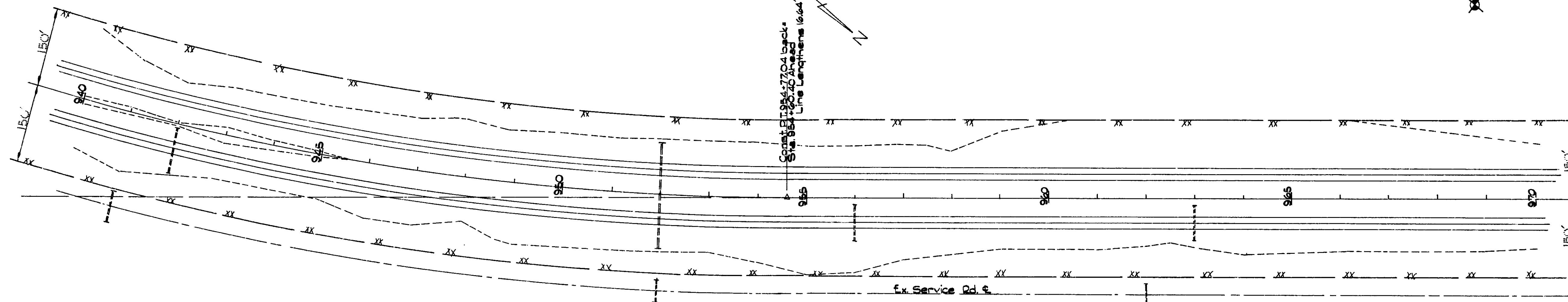
Bit. Agg. Surf. (Conc. Pav't), 8' on Inside & 9' on Outside Shldrs. of N.B. & S.B. Ramps

16091CC16, 16092CC16, 24071CC5	STATE PROJECT 16092C	FEDERAL PROJECT 75-514305	SHEET NO. 16
-----------------------------------	----------------------------	---------------------------------	--------------------

STATION EQUATION
Sta. 954+77.04 Back =
Sta. 954+60.40 Ahead,
Line lengthens 16.64'

MUNRO TWP.
Sec. 12
T.37N.-R.3W.

S.P.R. DIV. NO.	STATE	HIGH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MOH.	1-75-5	1964	17	37
ROUTE	STATE	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS
1-75	16092 C	Chibogam	Munro	17	37
S.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MOH.				
ROUTE	STATE	COUNTY	TWP.	SHEET NO.	TOTAL SHEETS

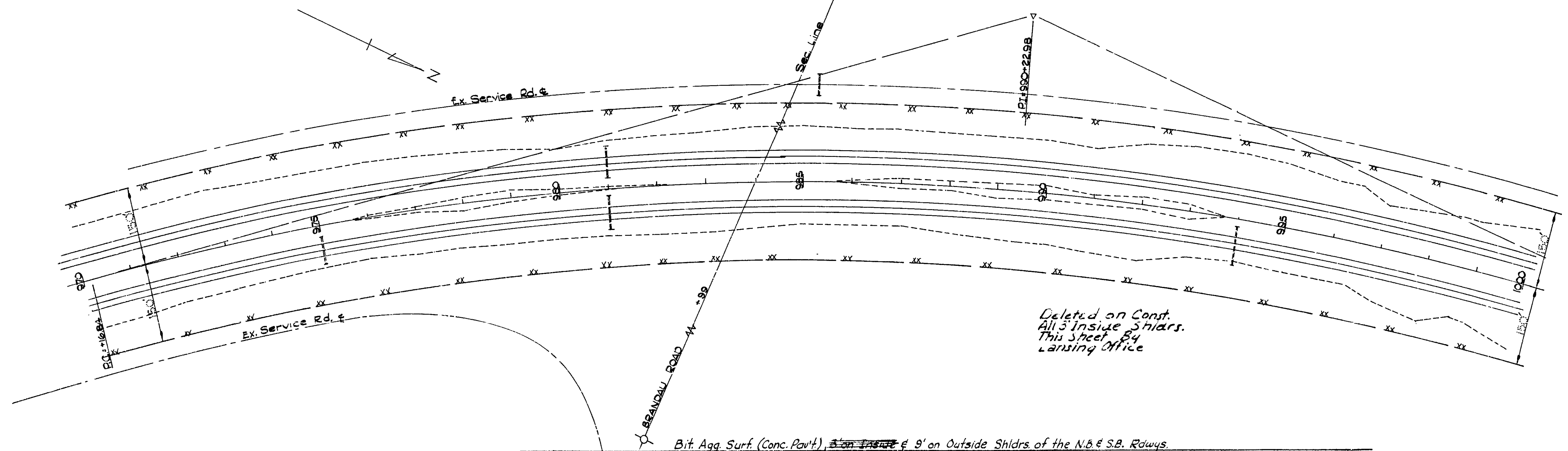


Bit. Agg. Surf. (Conc. Pav't), ~~5' on Inside~~ 9' on Outside Shldr. of the N.B. & S.B. Rdways.

OPERATED	BY	DATE
FINAL DESIGN	C.E. King	Nov. 28, 1964
PAVED	CHESEB	12-1-64
BOUND	P.C. Marsh	1964

T.37N.-R.3W.

Sec. 11 Sec. 2

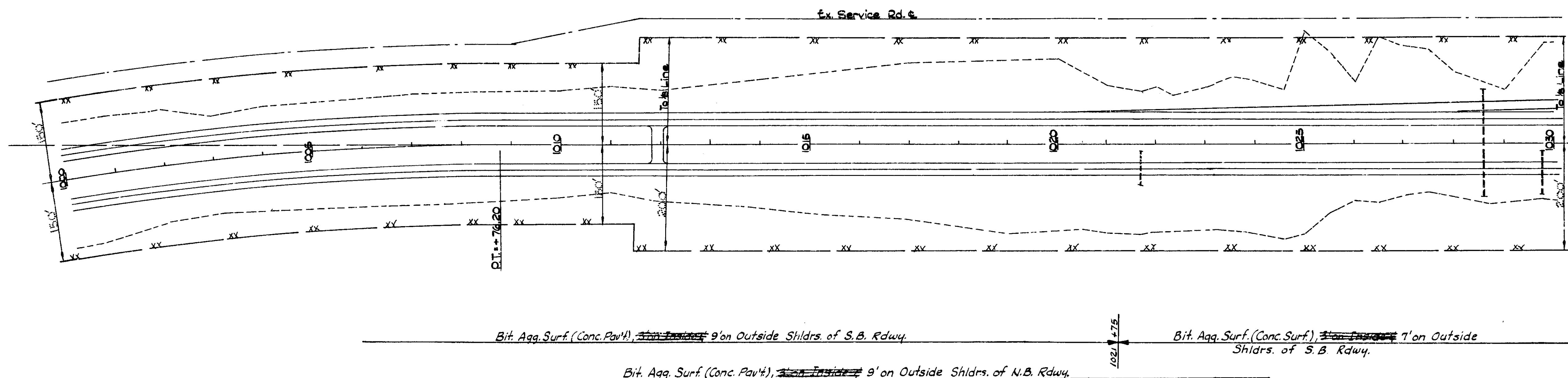


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All 5' Inside Shldr.
This Sheet by
Lansing Office

Bit. Agg. Surf. (Conc. Pav't), ~~5' on Inside~~ 9' on Outside Shldr. of the N.B. & S.B. Rdways.

B.P.R. DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MI.	1-75-4(4305)			
ROUTE	PROJECT	COUNTY	TWRS.	SHEET	TOTAL
1-75	16092 C	Washtenaw	MUNDO	18	37
B.P.R. DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MI.	1-75-4(4305)			
ROUTE	PROJECT	COUNTY	TWRS.	SHEET	TOTAL
1-75	16092 C	Washtenaw	MUNDO	18	37

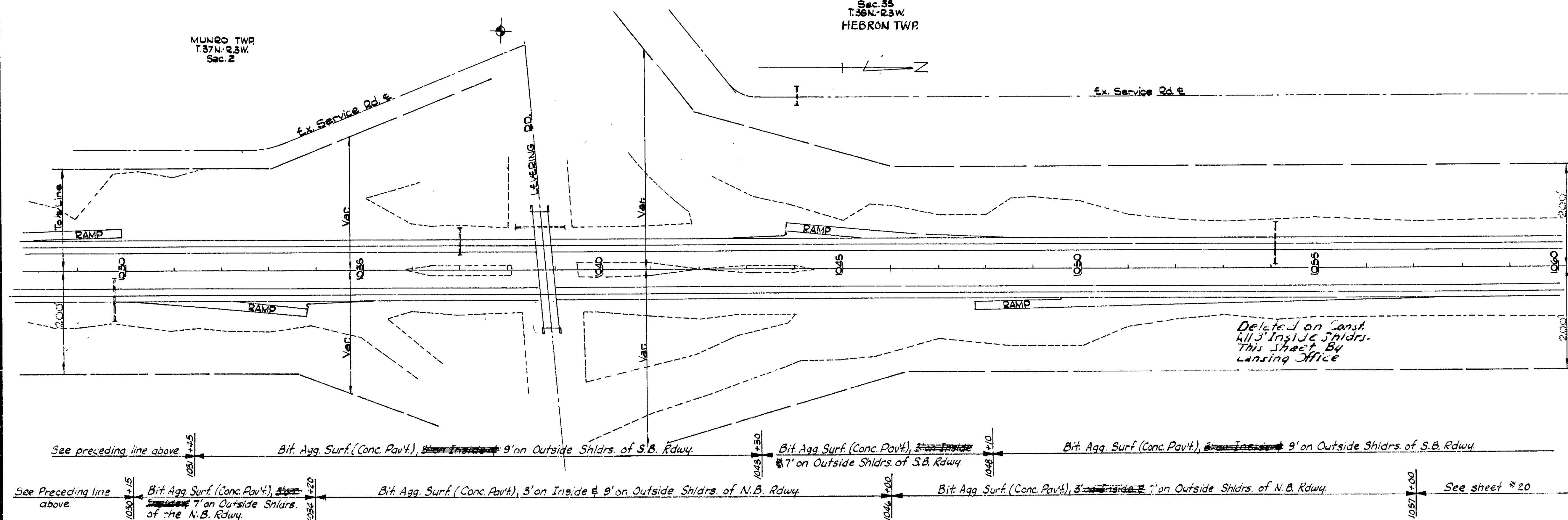
Sec. 2
T.37N.-R.3W.



DATE	BY	DATE
12/14/64	G. R. KOTZ	12/14/64
12/14/64	F. C. MARSH	12/14/64
12/14/64		12/14/64

MUNDO TWP.
T.37N.-R.3W.
Sec. 2

Sec. 35
T.38N.-R.3W.
HEBRON TWP.



1609IC16, 16092CC16, 2407IC5

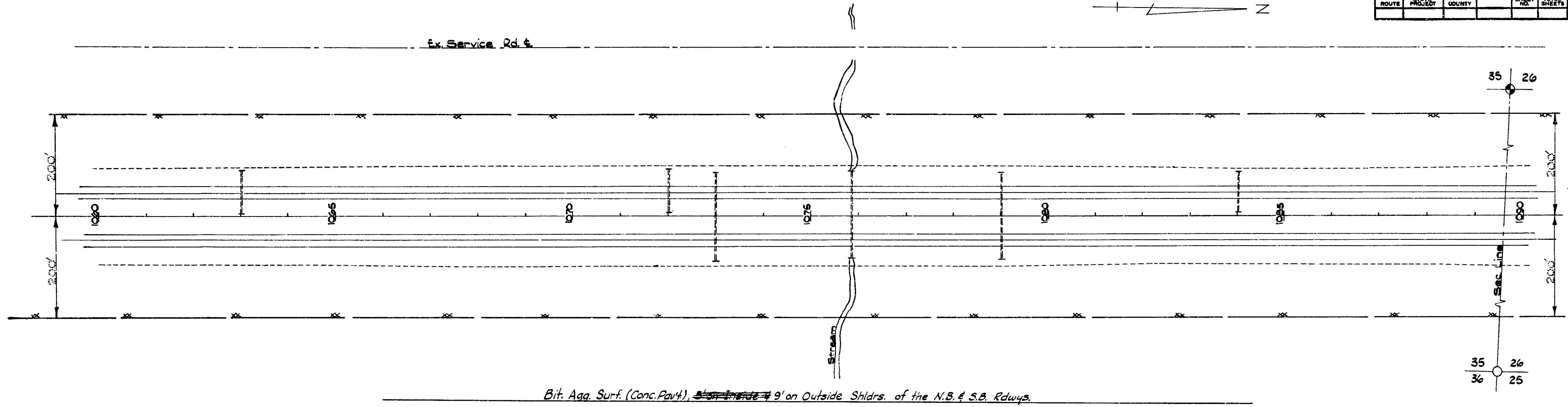
OPERATION	BY	DATE
FINAL DESIGN	C.R. King	Nov. 1964
INKED	" "	12-17-64
R.O.W. CHECKED	EC 104PSH	1964



DIV. NO.	STATE	WICH. PROJ. NO.	FROM	SHEET	TOTAL
4	MO.	16092C	HEBRON	20	31
ROUTE	SECTION	COUNTY	TWP.	SHEET	TOTAL
1-75	16092C	Cherokee	Hebron	20	31
DIV. NO.	STATE	WICH. PROJ. NO.	FROM	SHEET	TOTAL
4	MO.	16092C	HEBRON	20	31
ROUTE	SECTION	COUNTY	TWP.	SHEET	TOTAL
1-75	16092C	Cherokee	Hebron	20	31

HEBRON TWP
Sec. 35
T.38N. R.3W.

Ex. Service Rd. 4

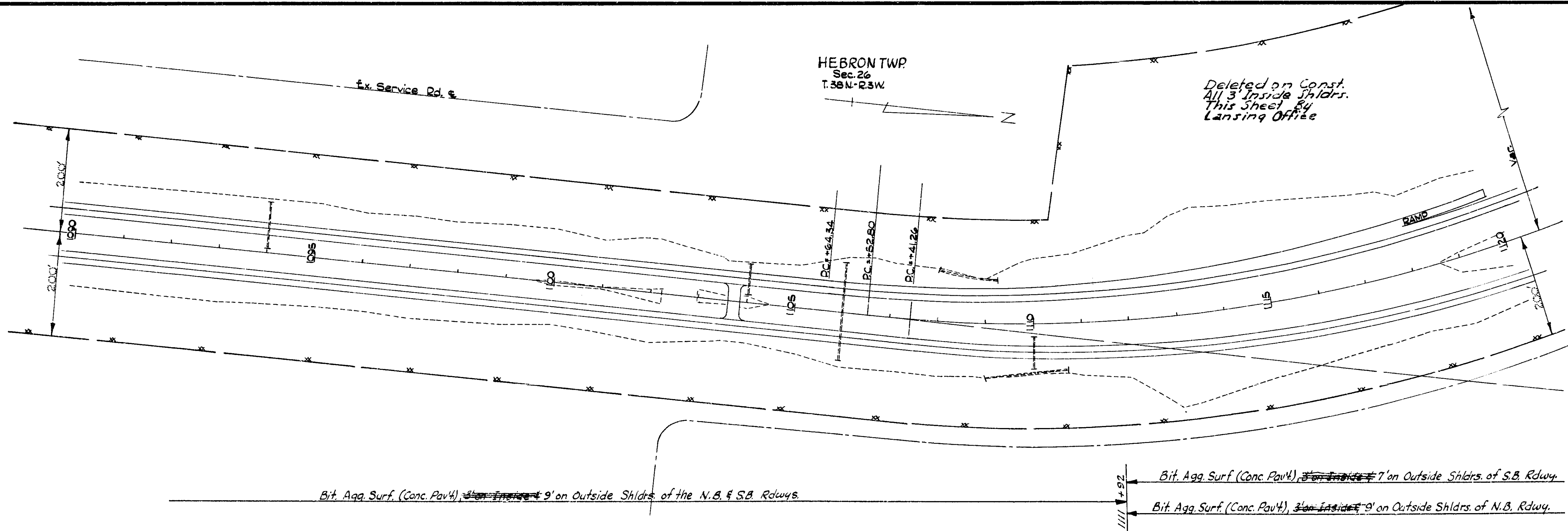


35 26
35 26
36 25

OPERATION	BY	DATE
FINAL DESIGN	C. R. King	10/29/74
DESIGNED
CHECKED
SQUAD	F. C. MARSH	7/8/74

HEBRON TWP
Sec. 26
T.38N. R.3W.

Ex. Service Rd. 4



Deleted on Const.
All 3' Inside Shldr.
This Sheet by
Lansing Office

Bit. Agg. Surf. (Conc. Pavt.) 3' on Outside Shldr. of the N.B. & S.B. Rdways.

Bit. Agg. Surf. (Conc. Pavt.) 3' on Outside Shldr. of S.B. Rdwy.
Bit. Agg. Surf. (Conc. Pavt.) 3' on Outside Shldr. of N.B. Rdwy.

Surface Gore (dotted area): See detail sketch on sheet #2.
55 Gals Bit. Prime Coat
13 Tons Bit. Agg. Shldr. (Conc. Pav't.)
1.4 Stas. Reshaping Non-skid Surf.
17 Tons Class AA Shoulders

Surface Gore (dotted area).
See detail sketch on sheet #2.
4 1/2 Gals Bit. Prime Coat
11 Tons Bit. Agg. Shldrs. (Conc. Pav't)
1.2 Stas. Reshaping Non-skid Surf.
15 Tons Cl. AA Shoulders



Bit. Agg. Surf. (Conc. Pavt.), ~~Inside~~
9' on Outside Shldrs
of S. B. Rdwy.

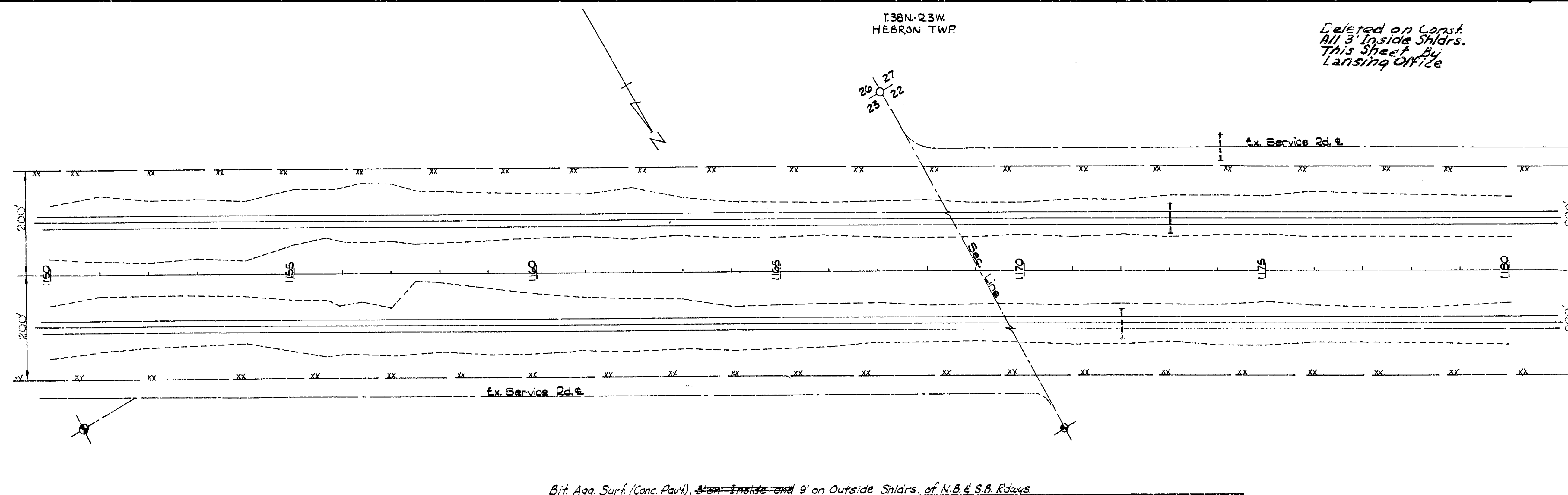
Bit. Agg. Surf. (Conc. Pavt.) ~~on~~
~~Inside~~ T'on Outside Shldr.
 of S. B. Rdwy.

Bit. Agg. Surf. (Conc. Pav't), ~~3' on Inside~~ 9' on Outside Shldrs. of S.B. Rdwy.

Bit. Agg Surf. (Conc. Pav't.), ~~3' on Inside~~ 9' on Outside Shldrs. of N.B. Rdwy.

T.38N.-R.3W.
HEBRON TWP.

Deleted on Const.
All 3' Inside Shldr.
This Sheet By
Lansing Office

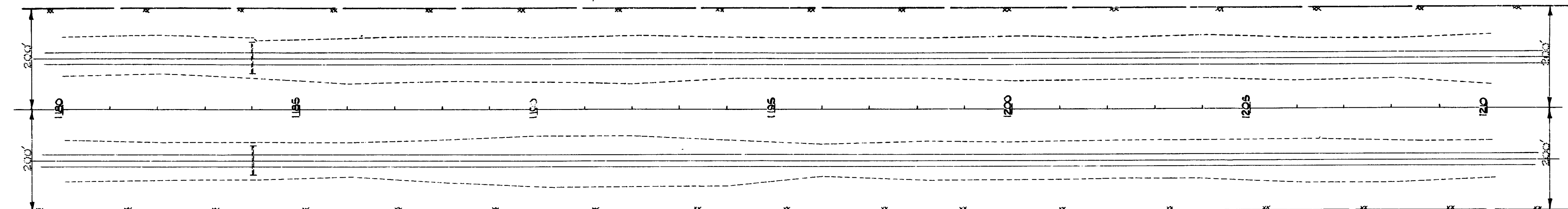


Bit. Agg. Surf. (Conc. Pav't), 3' on Inside and 9' on Outside Shldrs. of N.B. & S.B. Rdways.

16091CC16, 16092CC16, 24071CC5	STATE PROJECT 16092C	FEDERAL PROJECT 175-5(14)305	SHE NO 27
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OPERATION	BY	DATE
FINAL DESIGN	C. P. KING	Nov. 1964
INKED	"	12-18-64
Q.W. CHECKED		
	F. C. MAPSH	1964

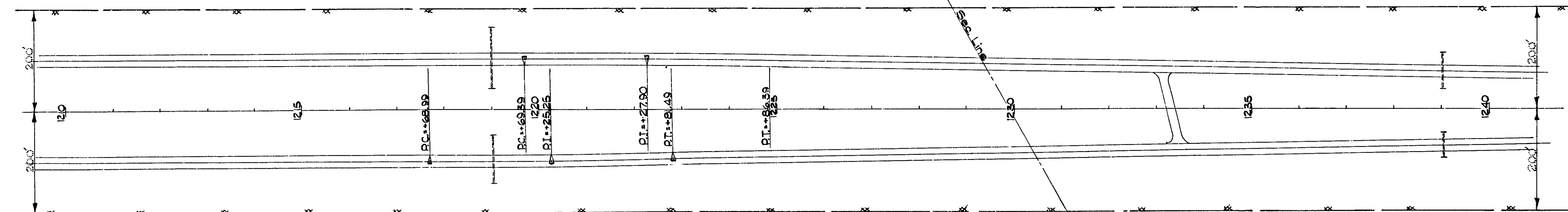
Ex. Service Ed \$



Bit. Agg. Surf. (Conc. Pav't), 3' on Inside & 9' on Outside Shldrs. of the N.B. & S.B. Rdways.

Deleted on Const.
All 3 Inside Shldr.
This Sheet By
Lansing Office

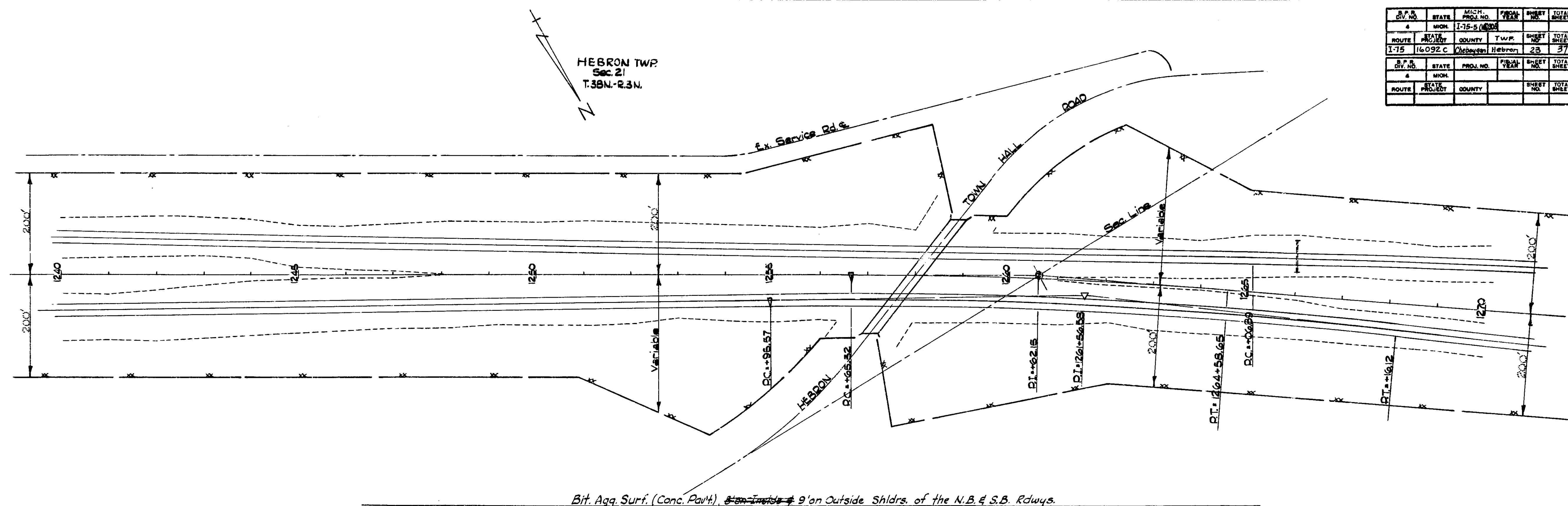
Ex. Service Rd. &



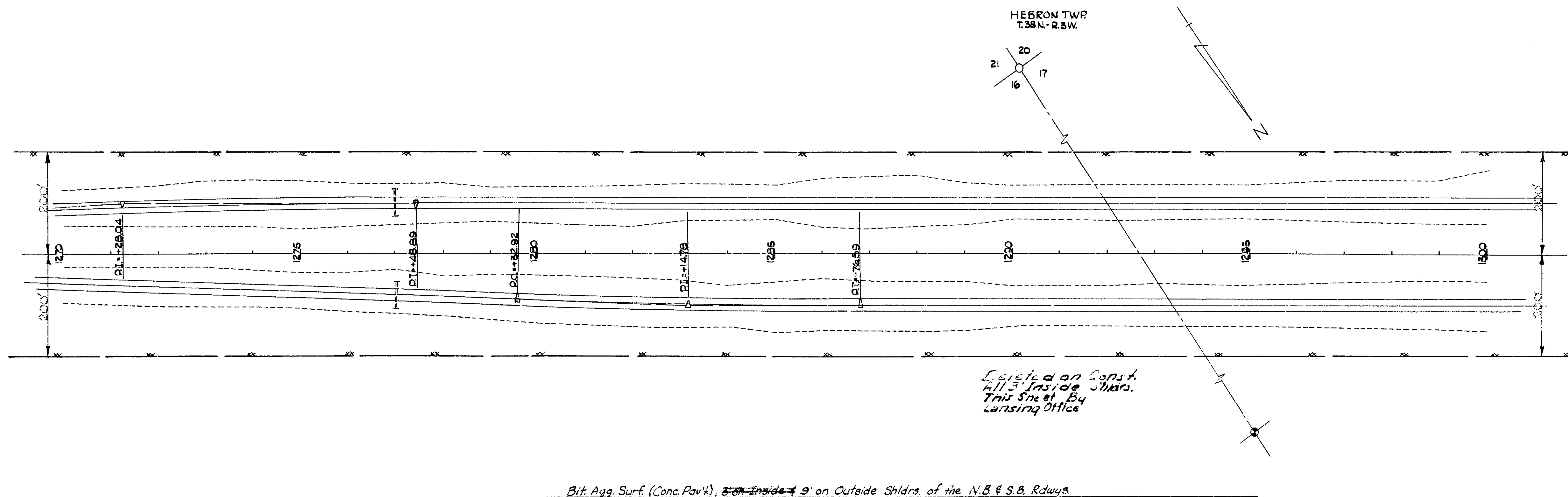
Bit. Agg. Surf. (Conc. Pav't), ~~7" on Inside & 9" on Outside~~ Shldrs. of the N.B. & S.B. Rdwys.

16091CC16, 16092CC16, 24071CC5	STATE PROJECT	FEDERAL PROJECT	SHEET NO.
	16092c	75-304106	22

S.F. NO. DIST. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
#	MOH.	I-75-5	1963		
ROUTE	STATE PROJECT	COUNTY	T.W.P.	SHEET NO.	TOTAL SHEETS
1-75	16092 C	Chesapeake	Hebron	23	37
S.F. NO. DIST. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
#	MOH.				
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEETS

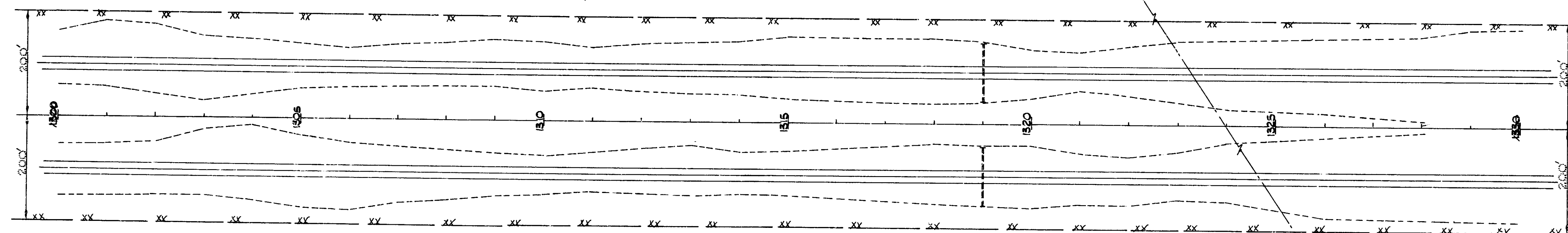


OPERATION	BY	DATE
FINAL DESIGN	D. Eberhard	Nov. 1964
INKED	C. E. Kring	12-18-64
P.O.W. CHECKED		



STATE	ROUTE	PROJECT	SECTION	SHEET NO.	TOTAL SHEETS
MICH.	1-75	16092C	Hebron	24	37
STATE	ROUTE	PROJECT	SECTION	SHEET NO.	TOTAL SHEETS
MICH.	1-75	16092C	Hebron	24	37

HEBRON TWP.
Sec. 17
T. 38N. - R. 3W.

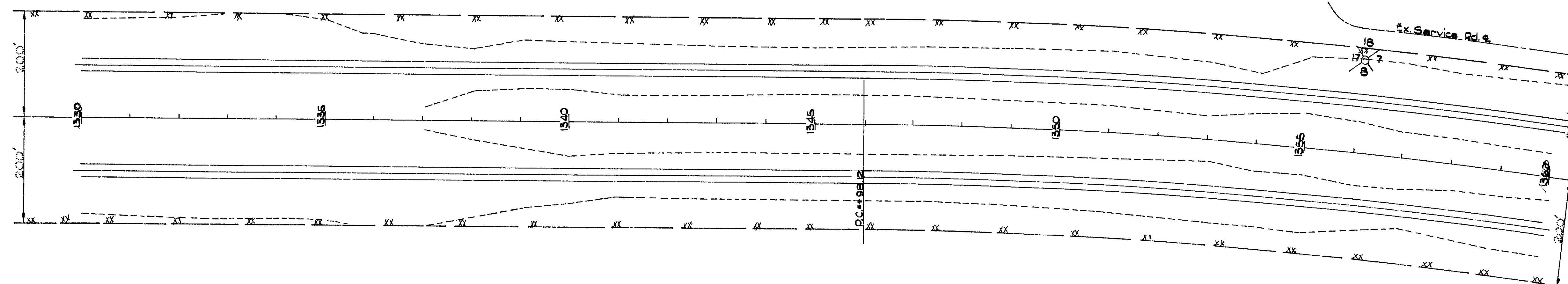


Bit. Agg. Surf. (Conc. Pavt.) 9' on Outside Shldr. of the N.B. & S.B. Rdwy.

OPERATION	BY	DATE
DESIGNED	D. E. HARRIS	12/18/44
ENGINEER	C. E. HARRIS	12/18/44
CONSTRUCTION	P. C. HARRIS	1944

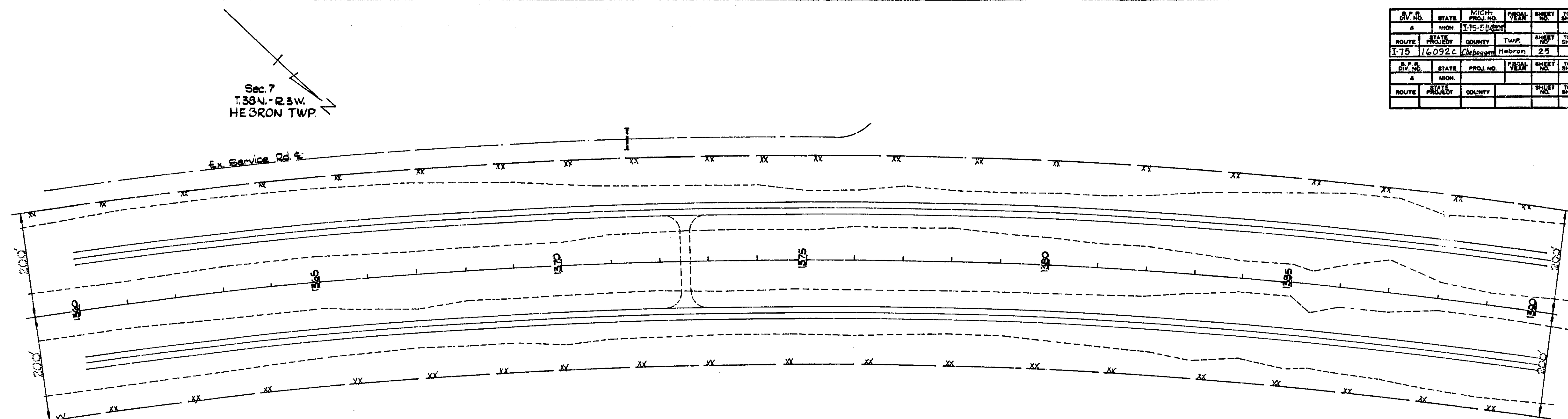
HEBRON TWP.
Sec. 17
T. 38N. - R. 3W.

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All 3 Inside Shldr.
This Sheet By
Lansing Office

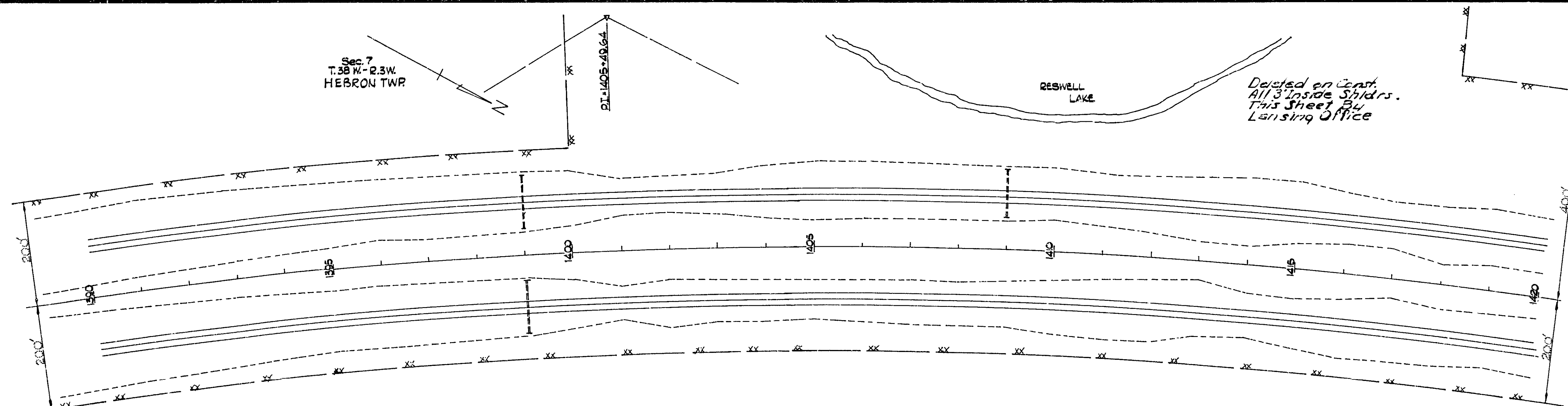


Bit. Agg. Surf. (Conc. Pavt.) 9' on Outside Shldr. of the N.B. & S.B. Rdwy.

OPERATION	BY	DATE
FINAL DESIGN	D. Eberhard	Nov 1964
INRD	C. R. King	12-18-64
ROW. CHECKED		
COPIES	C. M. M. M.	1964



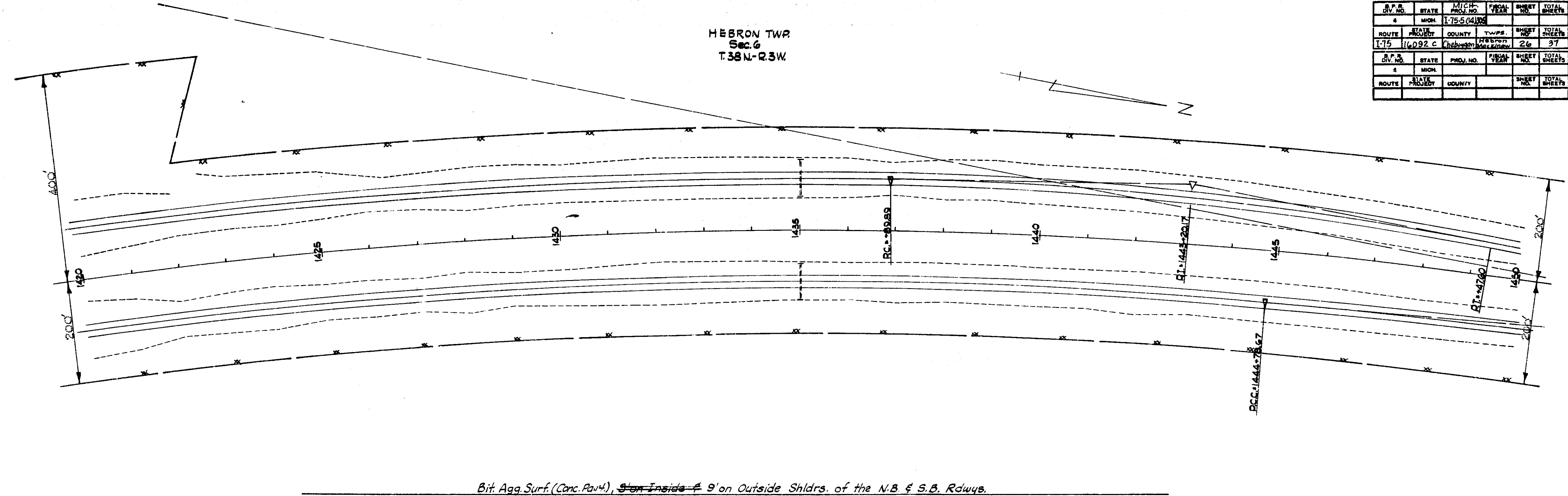
Bit. Agg. Surf. (Conc. Pav't), ~~3' on Inside & 9' on Outside~~ Shldrs. of the N.B. & S.B. Rdwys.



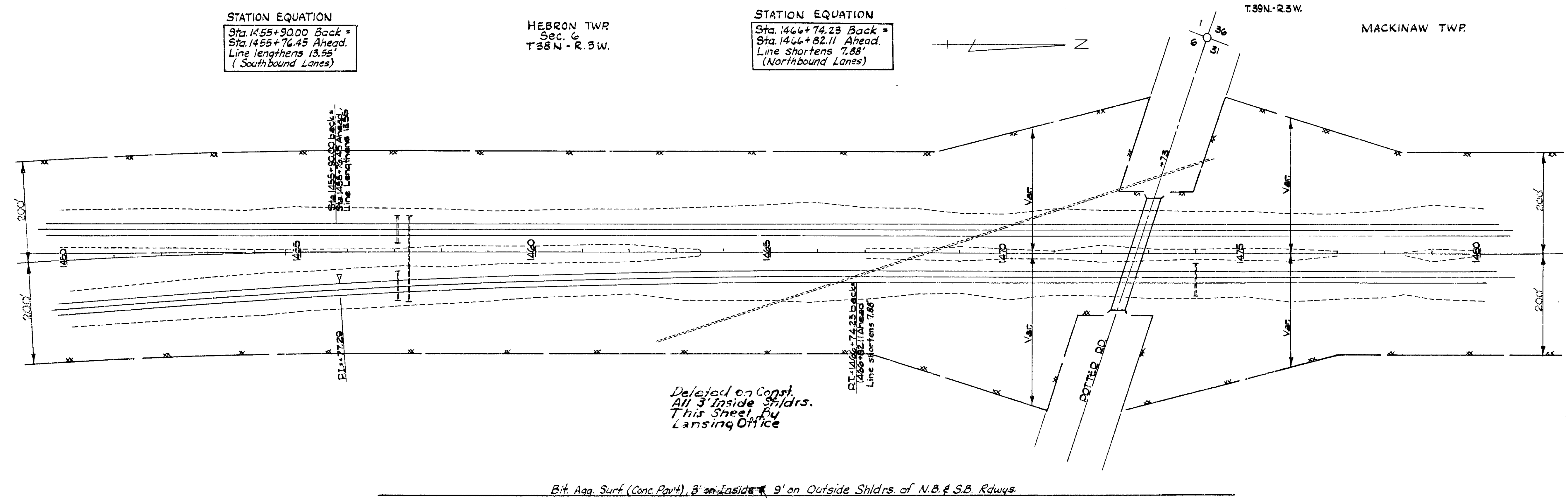
Bit. Agg. Surf. (Conc. Pavt.), ~~8' on Inside & 9' on Outside~~ Shldrs. of the N.B. & S.B. Rowys.

16091CC16, 16092CC16, 24071CC5	STATE PROJECT	FEDERAL PROJECT	SHEET NO.
	16092C	I-75-514105	25

S.P. NO.	STATE	MICH.	TOTAL	SHEET	TOTAL
175	16092 C	HEBRON	26	37	
S.P. NO.	STATE	MICH.	TOTAL	SHEET	TOTAL
175	16092 C	HEBRON	26	37	
S.P. NO.	STATE	MICH.	TOTAL	SHEET	TOTAL
175	16092 C	HEBRON	26	37	



DESIGNER	BY	DATE
FINED	D. E. GARDNER	Nov. 1944
INCH	C. B. KING	12/18/44
ROAD ENGINEER	C. E. MASEN	1944
SOUND		

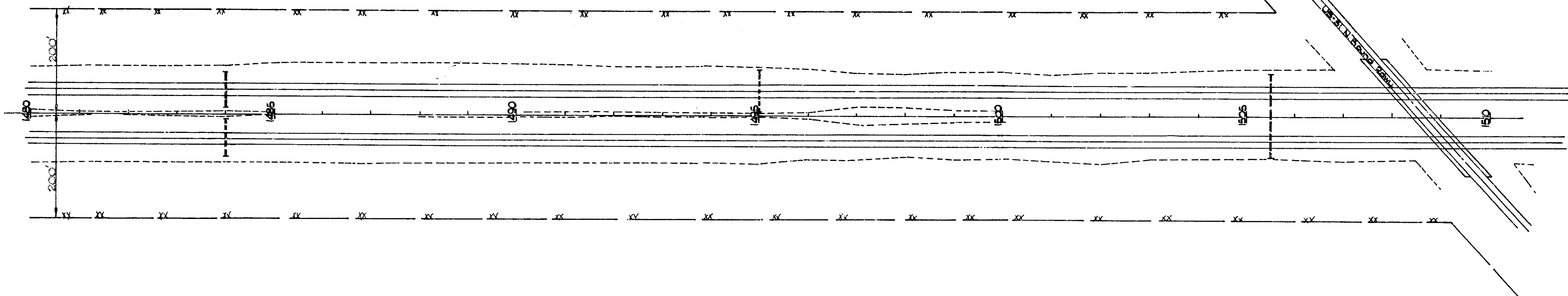


1609ICC16, 16092CC16,	16092C	16092C	26
2407ICC5			

B.P.R. DIV. NO.	STATE	MICH. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
2	MICH.	I-75 5441			
ROUTE	STATE PROJECT	COUNTY	TWP.	SHEET NO.	TOTAL SHEET
I-75	16092c	Chippewagon	Mackinac	27	37

B.P.R. DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
4	MICH.				
ROUTE	STATE PROJECT	COUNTY		SHEET NO.	TOTAL SHEET

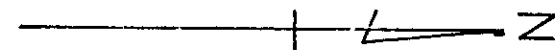
MACKINAW TWP.
Sec. 31
T.39N.-R.3W.



Bit. Agg. Surf. (Conc. Pav't.), ~~8' on Inside~~ 3' on Outside Shldrs. of the N.B. & S.B. Rdways

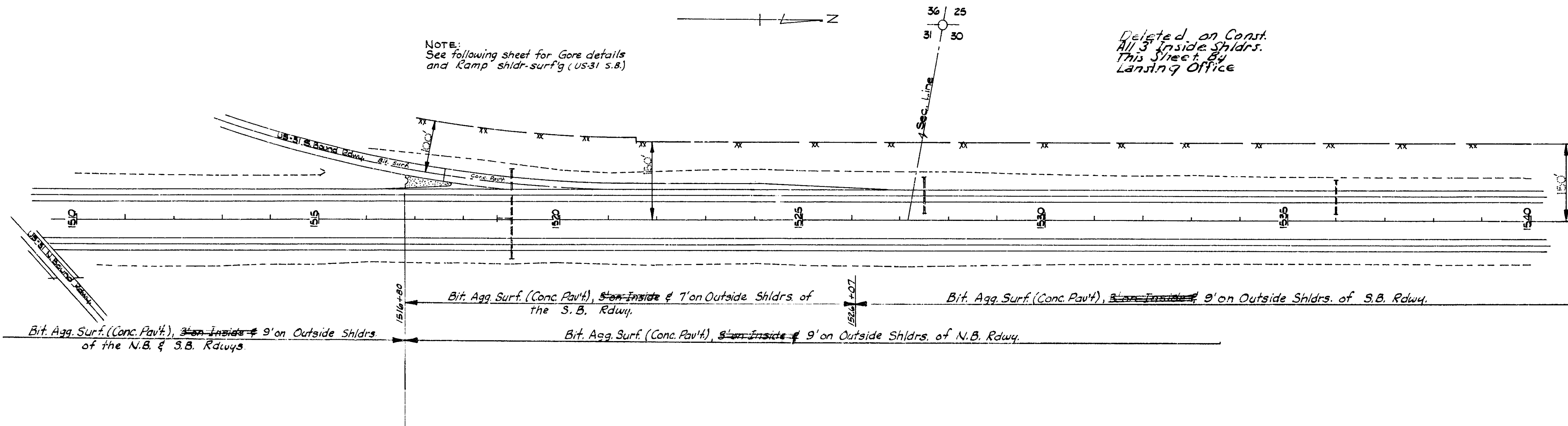
OPERATION	BY	DATE
FINAL DESIGN	D. Bernhard	Nov. 1964
INKED	C. R. King	12-10-64
R.O.W. CHECKED		
SQUAD	F. C. MBECH	1964-

MACKINAW TWP.
T.39N.-R.4W.



NOTE:
See following sheet for Gore details
and Ramp shldr-surf'g (US-31 S.B.)

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All 3" Inside Shldr.
This Sheet. By
Landing Office



16091CC16,16092CC16, 24071CC5	STATE PROJECT	FEDERAL PROJECT	SHR %
	16092C	175-544305	2

R.P.N.	STATE	MICH.	PROJ. NO.	FEED	SHEET NO.	TOTAL SHEETS
1-75	160922C	Cheboygan	175	28	37	
R.P.N.	STATE	PROJ. NO.	FEED	SHEET NO.	TOTAL SHEETS	
1-75	160922C	Cheboygan	175	28	37	
R.P.N.	STATE	PROJ. NO.	FEED	SHEET NO.	TOTAL SHEETS	
1-75	160922C	Cheboygan	175	28	37	

Surface shldr. at intersection (dotted areas):
 6.5 Stas. Reshaping Non-skid Surf.
 49 Tons Class AA Shoulders
 153 Gals. Bit. Prime Coat
 0.15 Tons Calcium Chloride, Applied
 0.58 Units Water - 1000 Gal. Units
 37 Tons Bit. Agg. Shldr. (Bit. Pav't)
 153 Gals. Bit. Material, Applied
 5 Tons Cover Mat'l, 31A (Limestone), Appl.

Emmet County
 Cheboygan County

State of Michigan

Bit. Agg. Surf. (Bit. Pav't), 7' on Outside Shldr. of US-31 S.B. Rdwy.

US-31 S.B.

US-31 N.B.

170°22'04"

1-75

State of Michigan
 3 1/2 of NW 1/4
 20A

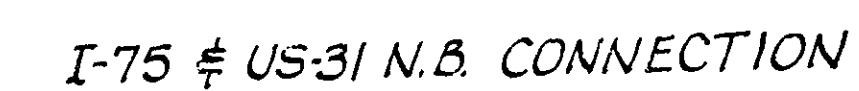
Bit. Agg. Surf. (Bit. Pav't), 7' on Outside Shldr. of US-31 N.B. Rdwy.

Surface Gore (dotted area). See detail sketch on sheet #2.
 1.0 Stas. Reshaping Non-skid Surf.
 15 Tons Class AA Shoulders
 49 Gals. Bit. Prime Coat
 0.05 Tons Calcium Chloride, Applied
 0.18 Units Water - 1000 Gallon Units
 12 Tons Bit. Agg. Shoulders (Conc. Pav't)

Deleted on Const.
 All 3 Inside Shldr.
 This Sheet B.Y.
 Lansing Office

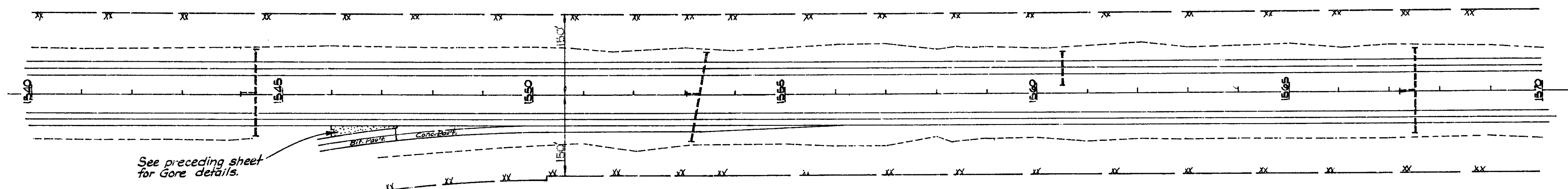
OPERATION	BY	DATE
DESIGNED	D. E. HARRIS	12/18/44
CHECKED	C. E. HARRIS	12/18/44
APPROVED	F. C. WAREH	12/18/44

OPERATION	BY	DATE
FINAL DESIGN	D. Eberhard	Nov. 1964
INKED	C. R. King	12-21-64
R.O.W. CHECKED		
C. C.	E. C. Marsch	1964-



1609CC16, 16092CC16, 24071CC5	STATE PROJECT	FEDERAL PROJECT	SH #
	16092C	175-54305	2

OPERATION	EY	DATE
FINAL DESIGN	D. Egerhard	Nov. 1964
INCH	C. R. Kring	12-19-64
R.O.W. CHECKED		
SQUAD	F.C. MARESH	1964



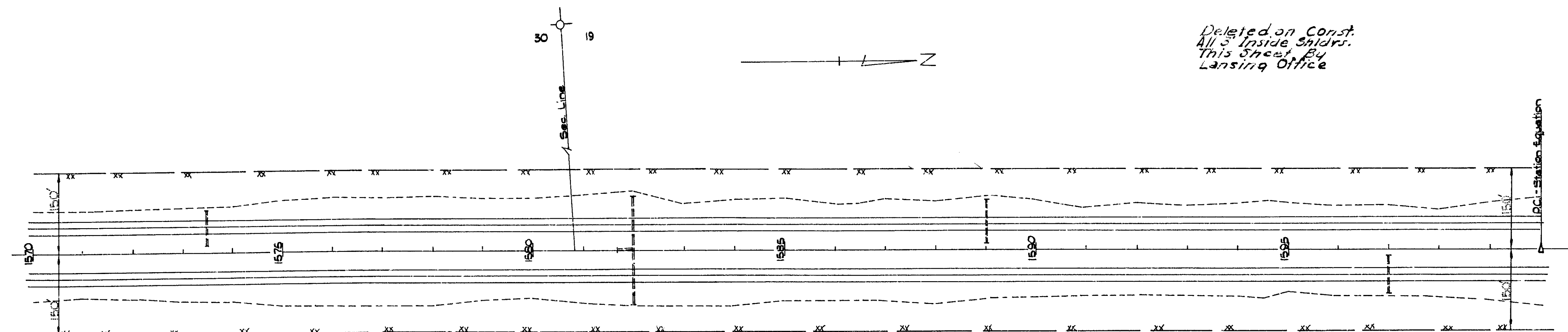
Bit. Agg. Surf. (Conc. Pav't), ~~5' on Inside & 9' on~~
Outside Shldrs. of the N.B. Rdwy.

Bit. Agg. Surf. (Conc. Pav't), ~~3' on Inside & 7' on Outside Shldrs.~~
of the N.B. Rdwy.

Bit. Aqg. Surf. (Conc. Pavt.), 3' on Inside & 9' on Outside Shldrs. of N.B. Rdwy.

MACKINAW TWP.
T.39N.-R.3W.

3 10



Deleted on Const.
All 3 Inside Shldrs.
This Sheet By
Lansing Office

Station Equation (S.B.)
P.C. 272+79.96 Ahead =
1599+98.70 Back

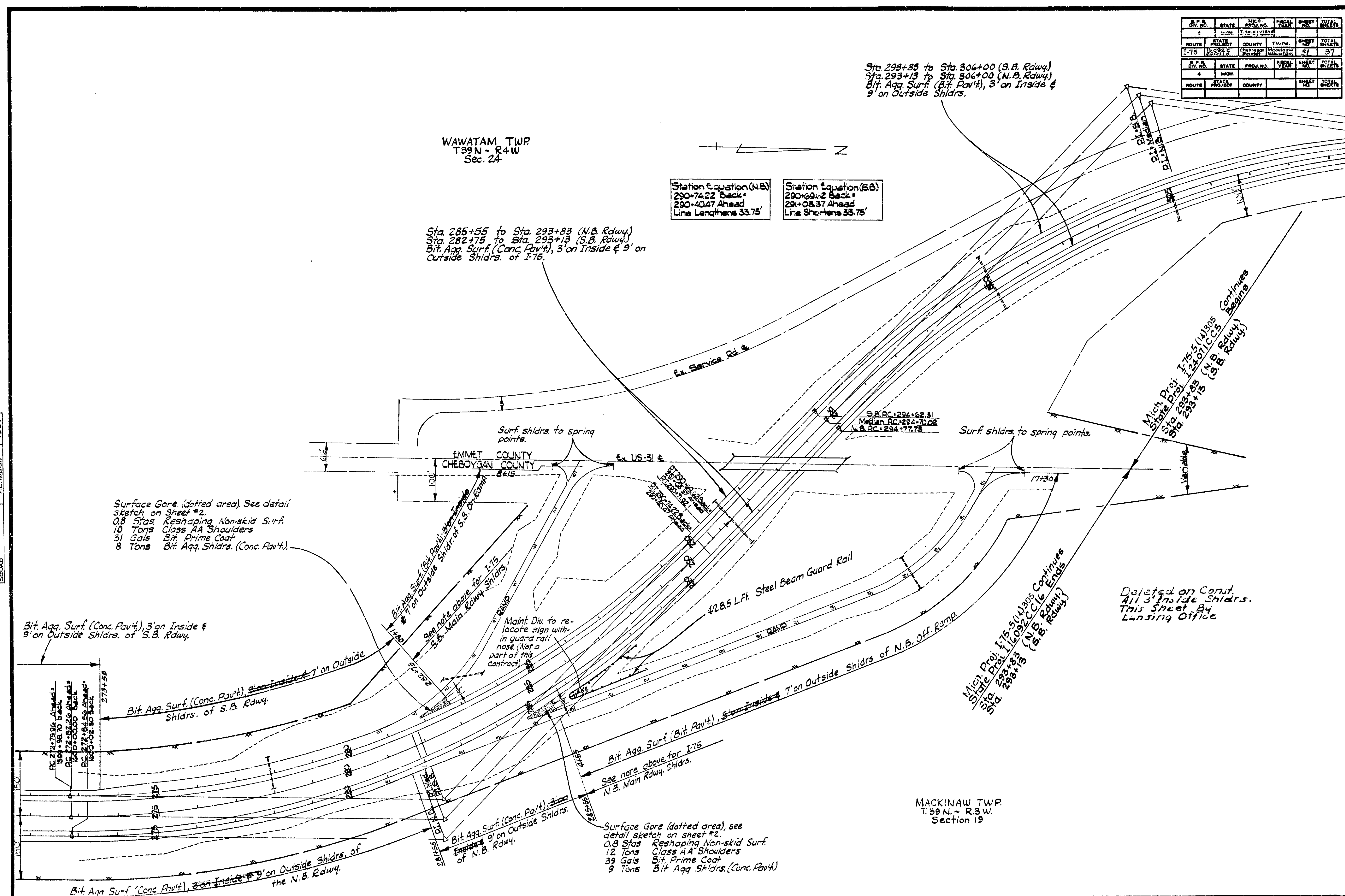
Station Equation (N.B.)
P.C. 272+84.56 Ahead =
1600+02.30 Back

Bit. Agg. Surf. (Conc. Pavt.). ~~3' on Inside &~~ 9' on Outside Shldrs. of the N.B. & S.B. Rdwys.

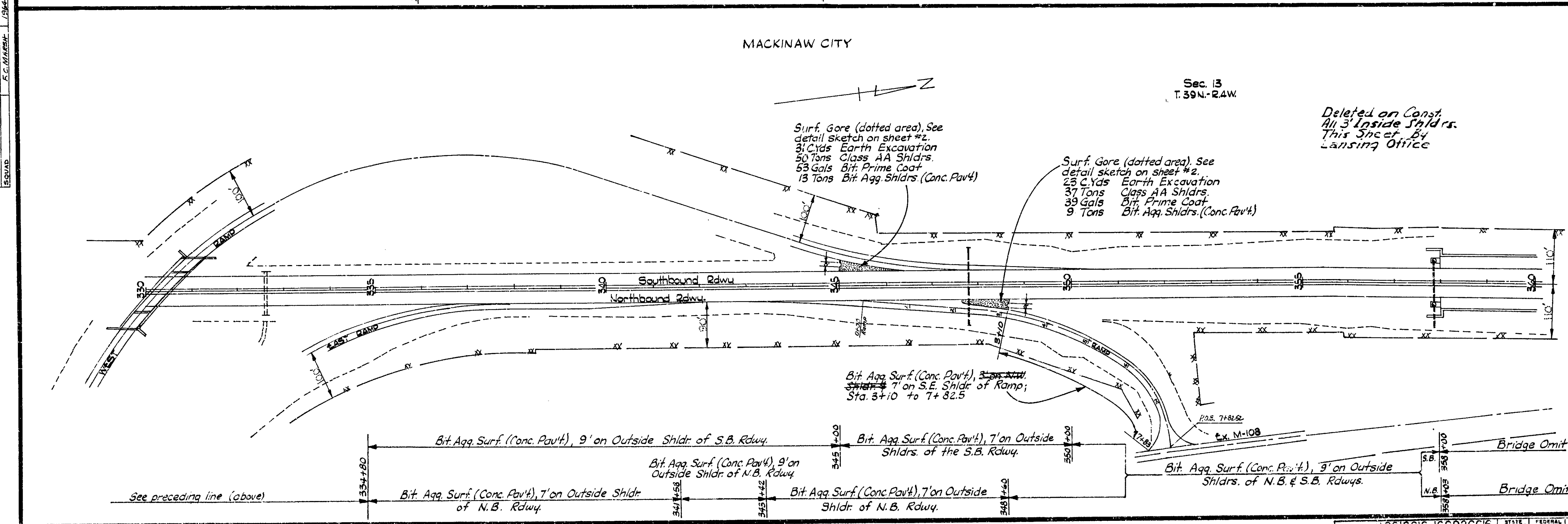
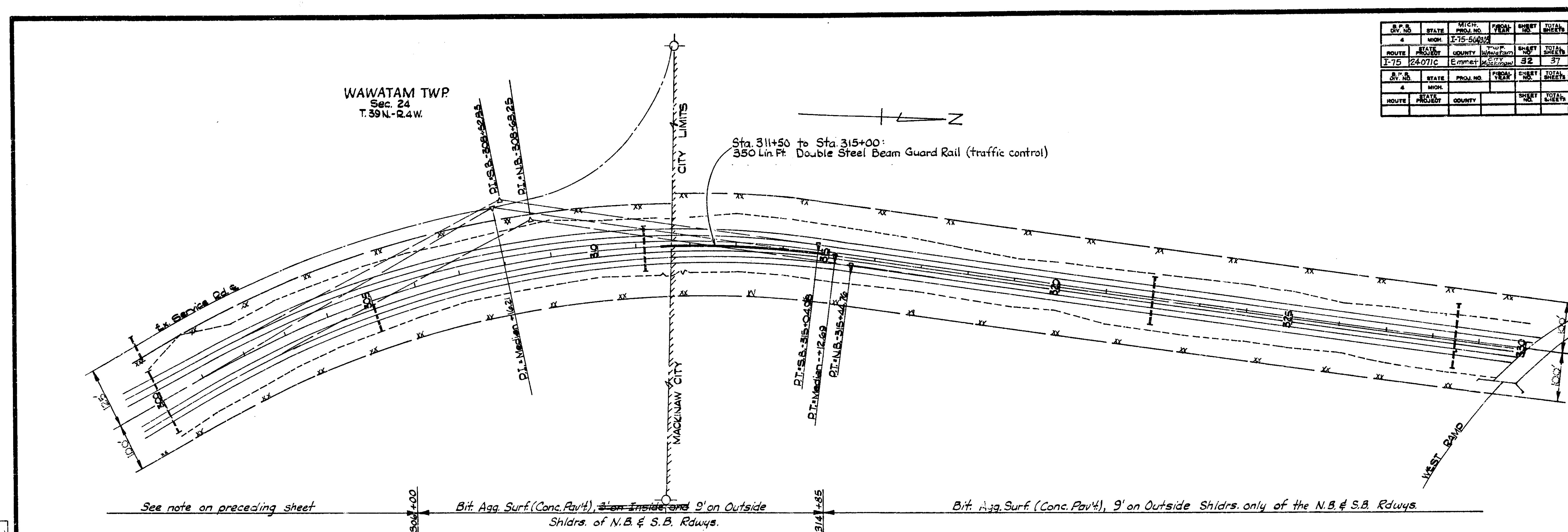
16091CC16, 16092CC16, 24071CC5	STATE PROJECT	FEDERAL PROJECT	SHEET NO.
	16092C	T-75-504305	30

DATE	BY	DATE	BY
12-22-64	D. Eberhard	12-22-64	D. Eberhard
12-22-64	C. P. King	12-22-64	C. P. King
12-22-64	F. C. Marsh	12-22-64	F. C. Marsh
12-22-64		12-22-64	
12-22-64		12-22-64	
12-22-64		12-22-64	
12-22-64		12-22-64	
12-22-64		12-22-64	
12-22-64		12-22-64	

STATE	ROUTE	PROJECT	SECTION	SHEET	TOTAL SHEETS
MICH.	1-75	16092CC6	2407CC5	37	37
ROUTE	PROJECT	COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS
1-75	16092CC6	CHEBOYGAN	WAWATAM	37	37



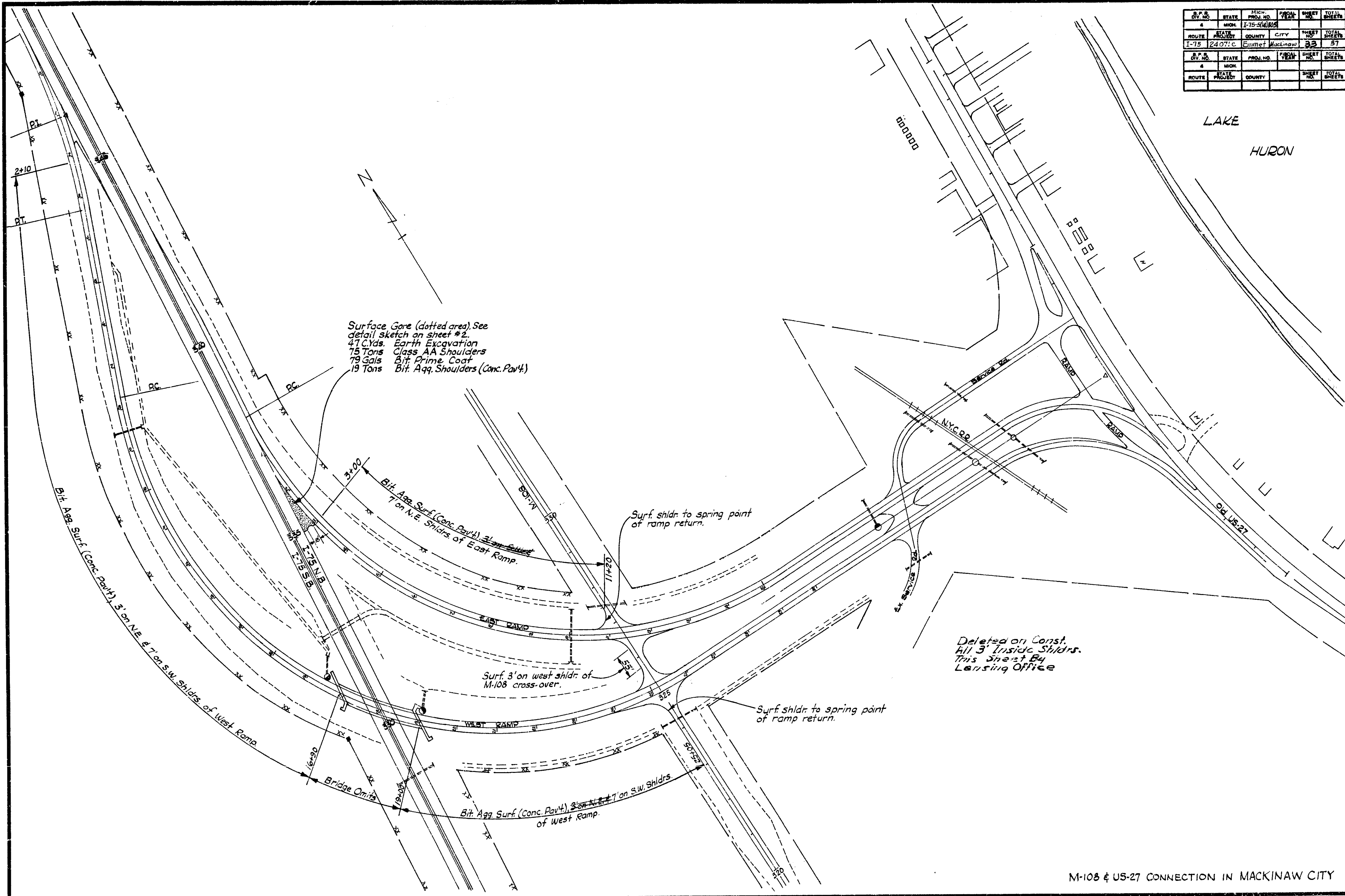
OPERATION	BY	DATE
FINAL DESIGN	C. R. King	Nov. 1964
INKED	" "	12-22-64
ROW CHECKED		
		1964



D.P.R.	STATE	MICH.	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS
4	MI	1-15-54	2407	1954	33	57
ROUTE	STATE	PROJ. NO.	CITY	SHEET NO.	TOTAL SHEETS	
I-75	2407	C	Elmhurst	33	57	
D.P.R.	STATE	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS	
4	MI	1-15-54	2407	1954	33	57
ROUTE	STATE	PROJ. NO.	CITY	SHEET NO.	TOTAL SHEETS	
I-75	2407	C	Elmhurst	33	57	

LAKE
HURON

OPERATION	BY	DATE
DESIGN	C.E. KIRBY	12-28-54
INSTR.	"	"
CHECKED	"	"
SQUAD	E.C. HANSEN	1-9-55



M-108 & US-27 CONNECTION IN MACKINAW CITY

1609IC16, 16092CC16,	2407IC5	2407IC	1-15-54	33
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OPERATION	BY	DATE
FINAL DESIGN	C. R. King	Nov. 1964
INKED	" "	12-23-64
R.O.W. CHECKED		
	F. C. MARRAS	1964



QUANTITY SHEET - E

STATE	ROUTE	PROJECT	SECTION	SHEET	TOTAL
MI	1-15	16091CC16	16092CC16	35	37

AS PER PLANS

MICHIGAN PROJECT 1-75-5 (14)305

STA. to STA.	LENGTH	WIDTH	RESHAPE NON-SKD SURFACE	CLASS AA SHOULDER	BITUMINOUS PRIME COAT	BITUMINOUS AGGREGATE SHOULDER (CONC. PAVT)	BITUMINOUS AGGREGATE SHOULDER (BIT. PAVT)	BITUMINOUS MATERIAL, APPLIED	COVER MATERIAL JALMESTONE APPLIED	MAINTAIN- ING TRAFFIC	WATER (1000 GAL. UNITS)	CALCIUM CHLORIDE, APPLIED	STEEL BEAM GUARD RAIL
UNITS CODE NO.	FEET	FEET	STAS	TONS	GALS	TONS	TONS	GALS	TONS	MILES	UNITS	TONS	LIN. FT.
2917			2917	2917	2917	2917	2917	2917	2917	2917	2917	2917	2917
State Project 16091CC16:													
Northbound Roadway													
356+00 to 359+70	370	3' and 9"	37	55	173	42				0.070	0.66	0.17	
359+70 to 362+10	340	3' and 9"	39	122	385	94				0.188	1.46	0.37	
362+10 to 365+10	300	3' and 9"	16.1	239	753	183				0.306	2.37	0.72	
365+10 to 368+10 (Sta. Equ. Line Lengths 5.75')													
365+10 to 368+10	300	3' and 9"	149.3	2214	6969	1698				2.828	26.57	6.64	
368+10 to 371+10	300	3' and 9"	57	70	220	53				0.107	0.84	0.21	
371+10 to 374+10	300	3' and 9"	75	111	350	85				0.142	1.33	0.33	
374+10 to 377+10	300	3' and 9"	90	111	350	85				0.170	1.33	0.33	
377+10 to 380+10	300	3' and 9"	240.6	3567	11226	2726				4.556	42.80	10.70	
380+10 to 383+10	300	3' and 9"	34	42	132	32				0.066	0.50	0.13	
383+10 to 386+10	300	3' and 9"	16.0	237	744	181				0.302	2.34	0.71	
Southbound Roadway													
362+10 to 365+10	300	3' and 9"	38.6	572	1801	437				0.731	6.86	1.72	
365+10 to 368+10	300	3' and 9"	389.1	5769	18158	4410				7.369	69.23	17.81	
368+10 to 371+10	300	3' and 9"	107	132	416	101				0.629	5.83	0.40	
371+10 to 374+10	300	3' and 9"	15.6	231	728	177				0.296	2.77	0.69	
Old US-27 Interchange @ P.O.B.													
N.B. ON RAMP	800	3' and 9"	8.0	99	311		76	311	10		1.19	0.30	
S.B. ON RAMP	800	3' and 9"	1.0	12	38		9				0.14	0.04	
Riggsville Hwy. Interchange													
N.B. OFF RAMP	1780	3' and 9"	17.8	220	692		168	692	23		2.64	0.66	
S.B. ON RAMP	1455	3' and 9"	2.1	32	102		25				0.38	0.10	
S.B. ON RAMP	1455	3' and 9"	14.6	180	566		137	566	19		2.16	0.54	
S.B. ON RAMP	1455	3' and 9"	1.4	17	53		13				0.20	0.05	
TOTALS			940	14032	44168	10345	381	1569	52	17.332	168	42	
State Project - 16092CC16:													
Northbound Roadway													
817+05 to 820+10	305	3' and 9"	9.1	135	426	103				0.173	1.62	0.41	
820+10 to 823+10	300	3' and 9"	9.9	123	396	94				0.188	1.46	0.37	
823+10 to 826+10	300	3' and 9"	118.7	1760	5538	1345				2.248	21.12	5.28	
826+10 to 829+10 (Sta. Equ. Line Lengths 16.64')													
826+10 to 829+10	300	3' and 9"	75.5	1120	3526	856				1.431	13.44	3.36	
829+10 to 832+10	300	3' and 9"	4.1	50	158	38				0.077	0.60	0.15	
832+10 to 835+10	300	3' and 9"	11.8	175	551	134				0.223	2.10	0.53	
835+10 to 838+10	300	3' and 9"	11.0	136	428	104				0.208	1.63	0.41	
838+10 to 841+10	300	3' and 9"	338.9	5914	18165	4521				7.555	70.97	17.74	
841+10 to 844+10 (Sta. Equ. Line Lengths 13.55')													
841+10 to 844+10	300	3' and 9"	11.0	163	512	124				0.208	1.96	0.49	
844+10 to 847+10	300	3' and 9"	732	1174	3695	897				1.500	14.09	3.52	
847+10 to 850+10	300	3' and 9"	3.8	121	379	92				0.185	1.45	0.36	
850+10 to 853+10	300	3' and 9"	44.3	656	2065	502				0.838	7.87	1.97	
853+10 to 856+10 (Sta. Equ. Line Lengths 12.71')													
853+10 to 856+10	300	3' and 9"	8.7	130	408	99				0.165	1.56	0.39	
856+10 to 859+10	300	3' and 9"	4.0	49	154	37				0.078	0.59	0.18	
859+10 to 862+10	300	3' and 9"	5.2	77	242	59				0.097	0.92	0.23	
862+10 to 865+10 (Sta. Equ. Line Lengths 33.75')													
862+10 to 865+10	300	3' and 9"	3.4	51	160	39				0.065	0.61	0.15	
Southbound Roadway													
817+10 to 820+10	300	3' and 9"	7.3	108	340	83				0.138	1.30	0.32	
820+10 to 823+10	300	3' and 9"	4.1	51	160	39				0.078	0.61	0.15	
823+10 to 826+10	300	3' and 9"	126.7	1878	5911	1436				2.299	22.54	5.63	
826+10 to 829+10 (Sta. Equ. Line Lengths 16.64')													
826+10 to 829+10	300	3' and 9"	67.1	926	2833	701				1.272	11.95	2.99	
829+10 to 832+10	300	3' and 9"	9.7	120	377	92				0.184	1.44	0.36	
832+10 to 835+10	300	3' and 9"	11.8	176	553	134				0.224	2.11	0.53	
835+10 to 838+10	300	3' and 9"	4.8	59	181	45				0.091	0.71	0.18	
838+10 to 841+10	300	3' and 9"	6.3	94	297	73				0.109	1.05	0.26	
841+10 to 844+10	300	3' and 9"	3.1	42	133	34				0.072	0.64	0.16	
844+10 to 847+10	300	3' and 9"	4.1	60	190	46				0.083	0.72	0.18	
847+10 to 850+10	300	3' and 9"	3.5	43	139	34				0.066	0.52	0.13	
850+10 to 853+10	300	3' and 9"	326.7	4844	15247	3703				6.188	58.13	14.53	
853+10 to 856+10 (Sta. Equ. Line Lengths 13.55')													
853+10 to 856+10	300	3' and 9"	11.0	163	512	124				0.208	1.96	0.49	

AS CONSTRUCTED

STA. to STA.	LENGTH	WIDTH	RESHAPE NON-SKID SURFACE	CLASS AA SHOULDER	BITUMINOUS PRIME COAT	BITUMINOUS AGGREGATE SHOULDER (CONC. PAVT)	BITUMINOUS AGGREGATE SHOULDER (BIT. CONC.)	BITUMINOUS MATERIAL APPLIED	COVER MATERIAL JALMESTONE APPLIED	MAINTAIN- ING TRAFFIC	WATER (1000 GAL. UNITS)	CALCIUM CHLORIDE, APPLIED	STEEL BEAM GUARD RAIL	SHOULDER JOINT
UNITS	FEET	FEET	STAS	TONS	GALS	TONS	TONS	GALS	TONS	MILES	UNITS	TONS	LIN. FT.	LIN. FT.
CODE NO.			2917	3120	2972	2950	2921	2976	2964	3283	3150	3070	3200	05900
STATE PROJECT 16091CC16:														
NORTHBOUND ROADWAY														
356+00 to 359+70	370.0	9'	3.3	0	53	32				1.062	0	0		330
359+70 to 362+10	340.0	9'	9.5	0	103	66				1.82	0	0		354
362+10 to 365+10	330.0	9'	16.0	0	229	139				3.04	3.34	0		1603
365+10 to 368+10 (Sta. Equ. Line Lengths 5.75')														
365+10 to 368+10	330.0	9'	148.7	1461	5115	1288				2.816	2.37	0		14567
368+10 to 371+10	330.0	9'	5.7	0	62	37				0.096	0	0		222
371+10 to 374+10	330.0	9'	11.3	0	78	64				1.67	0	0		331
374+10 to 377+10	330.0	9'	9.9	0	99	60				1.37	0	0		1038
377+10 to 380+10	330.0	9'	238.6	0	3405	2069				4.519	3.60	0		23860
380+10 to 383+10	330.0	9'	3.9	0	37	23				0.086	0.40	0		420
383+10 to 386+10	330.0	9'	16.3	0	226	137				2.90	1.54	0		1329
SOUTHBOUND Roadway														
362+10 to 365+10	330.0	9'	38.7	242.6	547	332				7.33	3.69	0		3871
365+10 to 368+10 (Sta. Equ. - Line Shortcuts 30.15)														
365+10 to 368+10	330.0	9'	389.2	310.5	5509	3246				7.372	14.06	0		38923
368+10 to 371+10	330.0	9'	12.6	0	118	72				2.17	2.24	0		1062
371+10 to 374+10	330.0	9'	16.4	0	121	134				2.78	1.31	0		1639
OLD US-27 Interchange @ P.O.B.														
N.B. on Ramp	800.0	7'	2.8	857	88	54	3.3					0		731
S.B. on Ramp	800.0	7'	0.6		16	9						0		
REST AREA APPROACHES														
531+87 to 531+40	47.0	7'	1.5		14	10					0.71	0		
531+87 to 531+15	72.0	7'	0.4		14	10					0.71	0		
RIGGSVILLE HWY INTERCHANGE														
N.B. OFF RAMP	1780.0	7'	1.2	0	196		106.8	542	16.4		0.71	0		
S.B. ON RAMP	1455.0	7'	1.0	0	41	25.4						0		
S.B. ON RAMP	1455.0	7'	1.2	0	160		443	13.6			0.71	0		
S.B. ON RAMP	1455.0	7'	1.0	0	41	25.4						0		
S.B. ON RAMP	1455.0	7'	1.2	0	160		443	13.6			0.71	0		
TOTALS														
	9620.0		784.9	3335.9	7916.9	215.6	925.5	300.0	753.9	47.04	0			92320
			R-10% R-10% R-10% R-10% R-10% R-10% R-10% R-10% R-10% R-10%											
STATE PROJECT 16092CC16														
NORTHBOUND ROADWAY														
976+05 to 986+09	904.1	7'	5.3	0	160	80				1.171	0.89	0		933
986+09 to 986+10	986.4	7'	10.0	0	135	67				1.49	0.99	0		935
986+10 to 987+04	987.6	9'	11.7	0	2075	1036				2.249	18.33	0		11871
987+04 to 987+10 (Sta. Equ. Line Lengths 16.64)														
987+04 to 987+10	987.7	9'	31.4	0	1322	660				1.428	0	0		75540
987+10 to 987+14	402.6	7'	3.8	0	55	28				0.76	0	0		378
987+14 to 987+15	188.6	7'	13.7	0	206	103				2.23	0	0		1572
987+15 to 987+18	770.3	7'	31	0	150	75				1.33	0.23	0		907
987+18 to 987+20	372.0	9'	33.1	163.0	6775	3484				2.538	57.43	0		38208
987+20 to 987+25	1080.0	9'	10.8	820	192	96				2.26	1.37	0		1684
987+25 to 987+28	8081.5	9'	80.8	2285	1325	632				1.524	2.55	0		8064
987+28 to 987+35	865.2	7'	6.5	0	133	66				1.60	1.12	0		845
987+35 to 987+40	1471.7	9'	11.3	314.8	774	387				2.39	3.01	0		11871
987+40 to 987+45	273.7	9'	31.4	0	1322	660				1.428	0	0		75540
987+45 to 987+48	402.6	7'	3.8	0	55	28				0.76	0	0		378
987+48 to 987+51	188.6	7'	13.7	0	206	103				2.23	0	0		1572
987+51 to 987+54	770.3	7'	31	0	150	75				1.33	0.23	0		907
987+54 to 987+57	372.0	9'	33.1	163.0	6775	3484				2.538	57.43	0		38208
987+57 to 987+60	1080.0	9'	10.8	820	192	96				2.26	1.37	0		1684
987+60 to 987+63	8081.5	9'	80.8	2285	1325	632				1.524	2.55	0		8064
987+63 to 987+66	865.2	7'	6.5	0	133	66				1.60	1.12	0		845
987+66 to 987+69	1471.7	9'	11.3	314.8	774	387				2.39	3.01	0		11871
987+69 to 987+72	273.7	9'	31.4	0	1322	660				1.428	0	0		75540
987+72 to 987+75	402.6	7'	3.8	0	55	28				0.76	0	0		378
987+75 to 987+78	188.6	7'	13.7	0	206	103				2.23	0	0		1572
987+78 to 987+81	770.3	7'	31	0	150	75				1.33	0.23	0		907
987+81 to 987+84	372.0	9'	33.1	163.0	6775	3484				2.538	57.43	0		38208
987+84 to 987+87	1080.0	9'	10.8	820	192	96				2.26	1.37	0		1684
987+87 to 987+90	8081.5	9'	80.8	2285	1325	632				1.524	2.55	0		8064
987+90 to 987+93	865.2	7'	6.5	0	133	66				1.60	1.12	0		845
987+93 to 987+96	1471.7	9'	11.3	314.8	774	387				2.39	3.01	0		11871
987+96 to 987+99	273.7	9'	31.4	0	1322	660				1.428	0	0		75540
987+99 to 988+02	402.6	7'	3.8	0	55	28				0.76	0	0		378
988+02 to 988+05	188.6	7'	13.7	0	206	103				2.23	0	0		1572
988+05 to 988+08	770.3	7'	31	0	150	75				1.33	0.23	0		907
988+08 to 988+11	372.0	9'	33.1	163.0	6775	3484				2.538	57.43	0		38208
988+11 to 988+14	1080.0	9'	10.8	820	192	96				2.26	1.37	0		1684
988+14 to 988+17	8081.5	9'	80.8	2285	1325	632				1.524	2.55	0		8064
988+17 to 988+20	865.2	7'	6.5	0	133	66				1.60	1.12	0		845
988+20 to 988+23	1471.7	9'	11.3	314.8	774	387				2.39	3.01	0		11871
988+23 to 988+26	273.7	9'	31.4	0	1322	660				1.428	0	0		75540
988+26 to 988+29	402.6	7'	3.8	0	55	28				0.76	0	0		378
988+29 to 988+32	188.6	7'	13.7	0	206	103				2.23	0	0		1572
988+32 to 988+35	770.3	7'	31	0	150	75				1.33	0.23	0		907
988+35 to 988+38	372.0	9'	33.1	163.0	6775	3484				2.538	57.43	0		38208
988+38 to 988+41	1080.0	9'	10.8	820	192	96				2.26	1.37	0		1684
988+41 to 988+44	8081.5	9'	80.8	2285	1325	632				1.524	2.55	0		8064
988+44 to 988+47	865.2	7'	6.5	0	133	66				1.60	1.12	0		845
988+47 to 988+50	1471.7	9'	11.3	314.8	774	387				2.39	3.01	0		11871
988+50 to 988+53	273.7	9'	31.4	0	1322	660				1.428	0	0		75540
988+53 to 988+56	402.6	7'	3.8	0	55	28				0.76	0	0		378
988+56 to 988+59	188.6	7'	13.7	0	206	103				2.23	0	0		1572
988+59 to 989+02	770.3	7'	31	0	150	75				1.33	0.23	0		907
989+02 to 989+05	372.0	9'	33.1	163.0	6775	3484				2.538	57.43	0		38208
989+05 to 989+08	1080.0	9'	10.8	820	192	96				2.26	1.37	0		1684
989+08 to 989+11	8081.5	9'	80.8	2285	1325	632				1.524	2.55	0		8064
989+11 to 989+14	865.2	7'	6.5	0	133	66				1.60	1.12	0		845
989+14 to 989+17	1471.7	9'	11.3	314.8	774	387				2.39	3.01	0		11871
989+17 to 989+20	273.7	9'	31.4	0	1322	660				1.428	0	0		75540
989+20 to 989+23	402.6	7'	3.8	0	55	28				0.76	0	0		378
989+23 to 989+26	188.6	7'	13.7	0	206	103				2.23	0	0		1572
989+26 to 989+29	770.3	7'	31	0	150	75				1.33	0.23	0		907
989+29 to 989+32	372.0	9'	33.1	163.0	6775	3484				2.538	57.43	0		38208
989+32 to 989+35	1080.0	9'	10.8	820	192	96				2.26	1.37	0		1684
989+35 to 989+38	8081.5	9'	80.8	2285	1325	632				1.524	2.55	0		8064
989+38 to 989+41	865.2	7'	6.5	0	133	66				1.60	1.12	0		845
989+41 to 989+44	1471.7	9'	11.3	314.8	774	387				2.39	3.01	0		11871
989+44 to 989+47	273.7	9'	31.4	0	1322	660				1.428	0	0		75540
989+47 to 989+50	402.6	7'	3.8	0	55	28				0.76	0	0		378
989+50 to 989+53	188.6	7'	13.7	0	206	103				2.23	0	0		1572
989+53 to 989+56	770.3	7'	31	0	150	75				1.33	0.23	0		907
989+56 to 989+59	372.0	9'	33.1	163.0	6775	3484				2.538	57.43	0		38208
989+59 to 990+02	1080.0	9'	10.8	820	192	96				2.26	1.37	0		1684
990+02 to 990+05	8081.5	9'	80.8	2285	1325	632				1.524	2.55	0		8064
990+05 to 990+08	865.2	7'	6.5											

QUANTITY SHEET - E

ROUTE	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1-75	MI	16092CC16	36	37

AS PER PLANS

MICHIGAN PROJECT 1-75-5 (14) 305

AS CONSTRUCTED

STA. TO STA.	LENGTH	WIDTH	RESHAPING NON-SKID SURFACE	CLASS AA SHOULDERS	BITUMINOUS PRIME COAT	BITUMINOUS AGGREGATE SHOULDERS (CONC. PAVT.)	BITUMINOUS AGGREGATE SHOULDERS (BIT. PAVT.)	BITUMINOUS MATERIAL APPLIED	COVER MATERIAL (SIALMESTONE) APPLIED	MAINTAINING TRAFFIC	WATER (1000 GAL. UNITS)	CALCIUM CHLORIDE APPLIED	STEEL BEAM GUARD RAIL	STA. TO STA.	LENGTH	WIDTH	RESHAPING NON-SKID SURFACE	CLASS AA SHOULDERS	BITUMINOUS PRIME COAT	BITUMINOUS AGGREGATE SHOULDERS (CONC. PAVT.)	BITUMINOUS AGGREGATE SHOULDERS (BIT. CONC.)	BITUMINOUS MATERIAL APPLIED	COVER MATERIAL (SIALMESTONE) APPLIED	MAINTAINING TRAFFIC	WATER (1000 GAL. UNITS)	CALCIUM CHLORIDE APPLIED	STEEL BEAM GUARD RAIL	SHAFT
UNITS	FEET	FEET	STAS.	TONS	GALS	TONS	TONS	GALS	TONS	MILES	UNITS	TONS	LIN. FT.	UNITS	FEET	FEET	STAS.	TONS	GALS	TONS	TONS	GALS	TONS	MILES	UNITS	TONS	LIN. FT.	SHAFT
CODE NO.			29.7	3120	2972	2950	2951	2976	2944	3283	3150	3070	3200	CODE NO.			2917	3120	2972	2950	2951	2976	2944	3283	3150	3070	3200	0.000
State Project 16092CC16, Cont'd:														STATE PROJECT 16092CC16: (CONT.)														
Southbound Roadway (Cont'd):														SOUTHBOUND ROADWAY (CONT.)														
1146+82.11 1516+80 4997.89 3' and 9'														1146+82.11 1516+80 4997.89 3' and 9'														
1516+80 1526+07 927 3' and 7'														1516+80 1526+07 927 3' and 7'														
1526+07 1539+28.10 7391.70 3' and 9'														1526+07 1539+28.10 7391.70 3' and 9'														
1539+28.10 272+79.96 Ahead (Sta. Equat. - Line shortens 7.88')														1539+28.10 272+79.96 Ahead (Sta. Equat. - Line shortens 7.88')														
272+79.96 273+55 75.04 3' and 9'														272+79.96 273+55 75.04 3' and 9'														
273+55 282+75 920 3' and 7'														273+55 282+75 920 3' and 7'														
282+75 293+13 1038 3' and 9'														282+75 293+13 1038 3' and 9'														
Riggsville Hwy. Interchange:														RIGGSVILLE HWY. INTERCHANGE:														
N.B. ON Ramp 810 3' and 7'														N.B. ON Ramp 810 3' and 7'														
825+40 826+40 N.B. ON Ramp Gore														825+40 826+40 N.B. ON Ramp Gore														
S.B. OFF Ramp 980 3' and 7'														S.B. OFF Ramp 980 3' and 7'														
823+70 825+40 S.B. OFF Ramp Gore														823+70 825+40 S.B. OFF Ramp Gore														
Levering Road Interchange:														LEVERING ROAD INTERCHANGE:														
N.B. OFF Ramp 795 3' and 7'														N.B. OFF Ramp 795 3' and 7'														
1032+25 1034+25 N.B. OFF Ramp Gore														1032+25 1034+25 N.B. OFF Ramp Gore														
N.B. ON Ramp 740 3' and 7'														N.B. ON Ramp 740 3' and 7'														
1044+10 1049+60 N.B. ON Ramp Gore														1044+10 1049+60 N.B. ON Ramp Gore														
S.B. ON Ramp 735 3' and 7'														S.B. ON Ramp 735 3' and 7'														
1028+10 1031+50 S.B. ON Ramp Gore														1028+10 1031+50 S.B. ON Ramp Gore														
S.B. OFF Ramp 730 3' and 7'														S.B. OFF Ramp 730 3' and 7'														
1043+30 1045+30 S.B. OFF Ramp Gore														1043+30 1045+30 S.B. OFF Ramp Gore														
Rest Area Approaches:														REST AREA APPROACHES:														
1119+40 1120+80 S.B. ON Ramp Gore														1119+40 1120+80 S.B. ON Ramp Gore														
1120+80 1126+90 S.B. OFF Ramp Gore														1120+80 1126+90 S.B. OFF Ramp Gore														
US-31 Connections:														US-31 CONNECTIONS:														
S.B. Ramp to US-31 1519 3' and 7'														S.B. Ramp to US-31 1519 3' and 7'														
US-31 to Mackinaw Hwy Intersection Shldr.														US-31 to Mackinaw Hwy Intersection Shldr.														
1516+80 1517+80 S.B. OFF Ramp Gore														1516+80 1517+80 S.B. OFF Ramp Gore														
N.B. Ramp from US-31 4015 3' and 7'														N.B. Ramp from US-31 4015 3' and 7'														
1546+00 1547+35 N.B. ON Ramp Gore														1546+00 1547+35 N.B. ON Ramp Gore														
S.B. Ramp from US-31 635 3' and 7'														S.B. Ramp from US-31 635 3' and 7'														
281+90 282+70 S.B. ON Ramp Gore														281+90 282+70 S.B. ON Ramp Gore														
N.B. Ramp to US-31 1275 3' and 7'														N.B. Ramp to US-31 1275 3' and 7'														
284+75 285+55 N.B. OFF Ramp Gore														284+75 285+55 N.B. OFF Ramp Gore														
285+90 288+00 (Traffic Control)														285+90 288+00 (Traffic Control)														
TOTALS			1757	23,442	80,077	18,255	1192	4911	159	30.46	305	76	429	TOTALS			6,554	23,087	29,922	10,783	91.6	3612	111.6	30.464	130.61	0	428.5	16,529

All quantity totals on this sheet are shown to the nearest whole unit except Maintaining Traffic.

16092CC16, 16092CC16, 124071CC5

QUANTITY SHEET - E

B. P. S. DIV. NO.	STATE	FISCAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MOH	I-75-5(16)302			
ROUTE	STATE PROJ.	COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS
I-75	MOHIC 16051C 20521C	EMMETT	WATERGATE WATER, MOHIC WATER, MOHIC	37	39

AS PER PLANS

AS CONSTRUCTED

MICHIGAN PROJECT 1-75-5 (14)305																						
STA. to STA.		LENGTH	WIDTHS	EARTH EXCAVATION (BASE)	CLASS 1A SHOULDERS	BITUMINOUS PRIME COAT	BITUMINOUS AGGREGATE SHOULDERS CONC. PAVT	BITUMINOUS AGGREGATE SHOULDERS (BIT. PAVT)	BITUMINOUS MATERIAL APPLIED	COVER MATERIAL 3/4" MAX STONE APPLIED	MAINTAIN- ING TRAFFIC	WATER (1000 GAL. UNITS)	CALCIUM CHLORIDE APPLIED	DOUBLE STEEL BEAM GUARD RAIL	Shoulder Joint							
UNITS	FEET	FEET	FEET	CYBS	TONS	GALS	TONS	TONS	GALS	TONS	MILES	UNITS	TONS	LIN. FT.	Lin. Ft.	Lin. Ft.						
CODE NO.				101	3120	2973	2950	2951	2976	2964	3283	3150	3070	3204	05900	05900						
State Project - I 2407/CC5																						
Northbound Roadway																						
293+18	314+65	2127	2 and 9'	805	1287	1014	244			0.411	15.44	3.86										
314+65	334+80	1,995	9'	462	739	628	170			0.318	8.87	2.22										
334+80	341+58	678	7'	126	201	184	45			0.128	2.41	0.60										
341+58	343+42	184	9'	43	68	64	16			0.035	0.82	0.20										
343+42	348+60	518	7'	96	155	141	34			0.038	1.84	0.46										
348+60	358+08	948	9'	218	349	330	80			0.179	4.19	1.05										
358+08	360+62.7 (Bridge Omit)	254.7																				
360+62.7	363+52.9	290.2	9'	67	107	102	25															
363+52.9	364+84.4 (Bridge Omit)	131.5								0.055	1.28	0.32										
364+84.4	367+92	307.6	9'	72	115	109	26			0.059	1.38	0.35										
367+92	371+65	373.0	7'	69	110	101		24	101	0.070	1.32	0.33										
371+65	372+85 (Jamez St. Appr. Omit)	120.0						45	183	0.128	2.40	0.60										
372+85	379+59	674	7'	125	200	183				0.034	0.82	0.20										
379+59	381+40	181	9'	42	67	63	15															
Southbound Roadway																						
293+18	314+65	2127	2 and 9'	779	1246	981	238			0.398	14.95	3.74										
314+65	345+20	3,015	9'	638	1,117	1,055	236			0.571	13.40	3.35										
345+20	350+00	500	7'	93	148	136	33			0.035	1.78	0.44										
350+00	352+00	200	9'	185	296	280	69			0.152	3.55	0.89										
352+00	360+62.7 (Bridge Omit)	802.7																				
360+62.7	363+52.9	301.3	9'	70	112	105	26			0.057	1.34	0.34										
363+52.9	364+81 (Bridge Omit)	118.3																				
364+81	371+30	649	7'	120	192	177		43	177	0.123	2.30	0.58										
371+30	372+75	145	9'	34	54	51	12			0.027	0.65	0.16										
372+75	377+19	444	7'	82	132	121		29	121	0.084	1.58	0.40										
377+19	381+40	421	9'	87	150	147	36			0.080	1.87	0.47										
381+40	316+00 (Traffic Control)													350								
M-108 & US-27 Connection (Mackinaw City)																						
West Ramp	2,085	2 and 7'		676	1,081	811	197					12.97	3.24									
345+00	346+35	Gate-S.B. West Ramp		31	50	53	13					0.40	0.15									
East Ramp	820	2 and 7'		264	425	318	77					5.10	1.28									
334+80	336+15	Gate-N.B. East Ramp		47	75	79	19					0.90	0.23									
N.B. OFF Ramp	478	2 and 7'		153	245	184	42					2.94	0.74									
347+65	348+46	Gate-N.B. OFF Ramp		23	37	32	9					0.44	0.11									
M-108, X-Over Shldr	55	7'		10	16	15	4					0.19	0.05									
Jamez St Intersection																						
N.B. Appr (N.B. Shldr) 280	7'			52	83	76		19	76	3		1.00	0.25									
S.B. ON Ramp	85	2 and 7'		28	44	33		8	33	1		0.53	0.18									
310+70	311+25	S.B. ON Ramp Gate		16	25	27	6					0.30	0.08									
S.B. OFF Ramp	140	2 and 7'		45	73	55		13	55	2		0.88	0.22									
373+00	373+50	S.B. OFF Ramp Gate		14	24	24	6					0.39	0.07									
TOTALS				5,644	9,027	7,767	1,702	181	746	73	316	108	27	350								
STATE PROJECT - I 2407/CC5																						
Northbound Roadway																						
293+18	314+65	2065	9'	12.1	176	409.0	612	180														
314+65	337+80	2245	9'	137	688.5	580	171															
337+80	342+41	511	7'	161	182.3	153	45															
342+41	343+81	140	9'	28	62.4	53	16															
343+81	347+94	414	9'	67	142.5	117	34															
347+94	358+07	1012	9'	204	325.2	274	81															
358+07	360+68	(BRIDGE OMIT)																				
360+68	363+82.9	287	9'	73	99.6	85	25															
363+82.9	364+84.4	(BRIDGE OMIT)																				
364+84.4	368+19	335	9'	68	102.2	91	27															
368+19	371+65	346	7'	72	102.4	84		25	141	3.99		0.63	1.00	0		335						
371+65	372+85 (JAMEZ STREET APPR. OMIT)																					
372+85	380+04	721	7'	165	186.4	152	46	254	7.98	0.86	1.74	0										
380+04	381+40	136	9'	30	62.5	52	15			0.06	0.58	0										
SOUTH BOUND ROADWAY																						
293+18	314+65	2208	9'	10.5	245	403.3	632	186														
314+65	345+27	3072	9'	700	1042.8	877	258															
345+27	350+42	483	7'	103	132.9	113	33															
350+42	358+06	764	9'	143	275.8	238	68															
358+06	360+68	(BRIDGE OMIT)																				
360+68	363+82.9	327	9'	60	104.4	87	26															
363+82.9	364+81	(BRIDGE OMIT)																				
364+81	371+11	631	7'	136	186.8	147		45	246	7.99	1.19	1.66	0			51						
371+11	373+40	230	9'	47	80.3	42	12					0.44	0.47	0		230						
373+40	377+57	415	7'	108	123.0	101		30	168	5.32	0.79	1.14	0									
377+57	381+40	385	9'	36	145.4	123	36					0.73	1.35	0		385						
381+40	316+00 (TRAFFIC CONTROL)													353								
M-108 & US-27 CONNECTION (MACKINAW CITY)																						
West Ramp	2204	7'		430	671.8	472	139					9.38	0			2204						
345+28	346+37	Gate-S.B. W. RAMP		8	46.6	44	13					0.43	0			29						
East Ramp	1053	7'		196	335.9	185	53					2.69	0			1053						
334+83	335+20	Gate-N.B. E. RAMP		12	46.6	66	19					0.65	0			97						
N.B. OFF Ramp	515	7'		32	131.9	107	32					2.13	0			515						
347+24	348+44	Gate-N.B. OFF Ramp		6	34.5	32	9					0.32	0			50						
M-108, X-Over Shldr	7'			16	14.3	12	4					0.14	0									
JAMEZ STREET INTERSECTION																						
N.B. Appr (N.B. Shldr) 2284	7'			48	77.3	63		19	106	3.39		0.72	0									
S.B. ON Ramp	38.7	7'		15	27.0	13		6	46	1.33		0.38	0									
371+24	371+67	S.B. ON Ramp Gate		3	23.3	22	6					0.22	0									
S.B. OFF Ramp	174.0	7'		45	45.6	32		10	77	2.66		0.64	0									
372+87	373+40	S.B. OFF Ramp Gate		7	22.4	20	6					0.21	0									
TOTALS				206	395.9	6,397.3	5622	1496	181	125.8	39.80	3,157	78.10	0	353	18,209						
Project 65158001																						
SEC 16091 CC16	Picking up Shoulder Material										\$ 4500.00	REC # 13E \$										
SEC 16092 CC16	" " " " " " " " " " " "										4000.55	REC # FF AWH 2001 \$ 2.00										
	Total										\$ 8500.55	" # 19F " " " "										
Entire Proj. Liquidation of damages											-4300.00	REC # 20F AWH # 2.00										

All quantity totals on this sheet are shown to the nearest whole unit, except Main-
raining Traffic.

Non-Federal Agent